B. F. TAYLOR,
Stevedore.
Lighters and Steam Launches Supplied.
ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS ORIENTAL AGENCY.
Sole Agents for the UNITED ASBESTOS CO., LIMITED, LONDON.
DODWELL & CO., LIMITED, *General Managers.*

NEW SERIES No. 1846. 光緒二十七年四月二十日 THURSDAY, JUNE 6, 1901. 四拜禮 香港英六月六號

THIRTY DOLLARS PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED .....Yen 24,000,000
CAPITAL PAID-UP ..... „ 18,000,000
CAPITAL UNCALLED..... „ 6,000,000
RESERVE FUND ..... „ 8,310,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO.	KOBE.
NAGASAKI.	LONDON.
LYONS.	NEW YORK.
SAN FRANCISCO.	HONOLULU.
BOMBAY.	SHANGHAI.
TIENTSIN.	NEWCHWANG.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION BANK OF LONDON, LD.

HONGKONG BRANCH.—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
„ „ 6 „ 4 „
„ „ 3 „ 3 „

TARO HODSUMI,
Manager.

Hongkong, 17th April, 1901. [11

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND.—
Sterling Reserve.....$10,000,000 } $13,000,000
Silver Reserve .....$ 3,000,000 }
RESERVE LIABILITY OF PROPTORS.$10,000,000

COURT OF DIRECTORS:
R. SHEWAN, Esq., Chairman.
Hon. J. J. BELL-IRVING, Deputy Chairman.
A. Haupt, Esq.

D. M. Moses, Esq.	N. A. Siebs, Esq.
A. J. Raymond, Esq.	H. W. Slade, Esq.
R. L. Richardson, Esq.	H. E. Tomkins, Esq.
H. Schübart, Esq.	Paul Witkowski, Esq.

CHIEF MANAGER:
Hongkong—Sir THOMAS JACKSON.
MANAGER:
Shanghai—H. M. BEVIS, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

T. JACKSON,
Chief Manager.

Hongkong, 4th June, 1901. [9

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 4th October, 1900. [10

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies.

CANTON.	PEKING.
CHEFOO.	PENANG.
CHINKIANG.	SINGAPORE.
CHUNKING.	TIENTSIN.
HANKOW.	

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3 % per Annum Fixed Deposits for 3 months.
4 % „ „ 6 „
5 % „ „ 12 „

E. W. RUTTER,
Manager.

Hongkong, 1st January, 1901. [14

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £575,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months... 4 per cent.
„ „ „ 6 „ ... 3½ „
„ „ „ 3 „ ... 2½ „

T. P. COCHRANE,
p. Manager.

Hongkong, 22nd May, 1901. [35

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital.....£1,000,000
Paid up Capital.....£ 324,374

HEAD OFFICE:—HONGKONG.

Board of Directors:—

Chan Kit Shan, Esq.	C. Ewens, Esq.
Chow Tung Shang, Esq.	J. T. Lauts, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed .....5 %
Hongkong, 20th December, 1899. [8

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT,

$5.50 ℘ Cask of 375 lbs. Net ex Factory.
$3.30 ℘ Bag of 250 lbs. „
SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 1st June, 1901. [19

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
SHANGHAI	*Chusan*	C. L. Daniel	Daylight, 7th June	Freight or Passage.
LONDON, &c.	*Coromandel**	F. W. Vibert, R.N.R.	Noon, 8th June	Freight or Passage.
MARSEILLES and LONDON	*Sovotra*	H. Hide, R.N.R.	About 15th June	Freight only.
S'HAI & JAPAN	*Shanghai*	A. F. Street	About 18th June	Freight or Passage.
LONDON	*Japan*	C. C. Talbot, R.N.R.	About 29th June	Freight or Passage.

* (See Special Advertisement).

For Further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 6th June, 1901. [5

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA-LINIE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;

Steamers will call at SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
HAMBURG, Hamburg-Amerika Linie	THURSDAY, 13th June.
SACHSEN	THURSDAY, 27th June.
KIAUTSCHOU, Hamburg-Amerika Linie	THURSDAY, 11th July.
BAYERN	THURSDAY, 25th July.
STUTTGART	THURSDAY, 8th August.
KONIG ALBERT	THURSDAY, 22nd August.
PRINZESS IRENE	THURSDAY, 5th September.
PRINZ HEINRICH	THURSDAY, 19th September.
PREUSSEN	WEDNESDAY, 2nd October.
HAMBURG, Hamburg-Amerika Linie	WEDNESDAY, 16th October.
SACHSEN	WEDNESDAY, 30th October.
KIAUTSCHOU, Hamburg-Amerika Linie	WEDNESDAY, 13th November.
BAYERN	WEDNESDAY, 27th November.

ON THURSDAY, the 13th day of June, 1901, at NOON, the Steamship "HAMBURG," of the HAMBURG-AMERIKA LINIE, Captain P. Magin, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on TUESDAY, the 11th June, Cargo and Specie will be received on Board until 5 P.M., on WEDNESDAY, the 12th June, and Parcels will be received at the Agency's Office until NOON, on WEDNESDAY, the 12th June.

Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50. and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 29th May, 1901. [22

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1900. [23

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the MANAGER.

Hongkong, 2nd July, 1900. [16

EL CAPITAN PILSENER BEER.

PER CASE OF 4 DOZ. QUARTS - - - - - - - $13
„ 6 DOZ. PINTS - - - - - - - - $13

SOLE AGENTS:
H. PRICE & Co.,
12, QUEEN'S ROAD.

Hongkong, 2nd May, 1901. [20

Intimations.

Bovril Promotes Energy and takes away that tired feeling which life in the East produces. Unrivalled for Athletes and persons of either sex cultivating physical strength. To be obtained at all Stores, Chemists and Hotels throughout Hongkong, China and Japan. [287c

BOVRIL

BOVRIL PROMOTES HEALTH, STRENGTH AND ENERGY.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS CO., LD., LONDON,
CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.
ESTIMATES given for every DESCRIPTION of WORK.
CHIEF SUPERINTENDENT.....THOMAS SKINNER.
SUPERINTENDENT .....ARCHIBALD RITCHIE.

17] DODWELL & CO., LIMITED, General Managers.

GEORGE YOUNGER & SONS, ALLOA.

INDIA PALE ALE.

Telephone No. 75.

Specially brewed for Tropical Climates. A thoroughly sound, light, bitter beer.

Per Case of 4 Dozen Qts. $11.00
„ 8 „ Pts. $14.00

SOLE AGENTS:
CALDBECK, MACGREGOR & Co.,
WINE AND SPIRIT MERCHANTS.
15, Queen's Road,

Hongkong, 23rd May, 1901. [15

JAPAN COALS.

THE MITSUI BUSSAN KAISHA (OR MITSUI & Co.)

HEAD OFFICE:—43, SAKAMOTO-CHO, TOKYO.
LONDON OFFICE:—34, LIME STREET, E.C.
HONGKONG OFFICE:—6, ICE HOUSE STREET.

BRANCH OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Manila, Amoy, Shanghai, Hankow, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address for all the Offices: "MITSUI."

A.B.C. and A 1 Codes used.

CONTRACTORS OF COAL to the Imperial Japanese Navy, Arsenals and Railway Bureau: Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa and Yamano Coal Mines; and SOLE AGENTS for Fukumo, Hokoku, Ichi-mura, Kanada, Kishima, Manouro, Onoura, Otsuji, Sonoda, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coal Mines.

Hongkong, 25th May, 1901. [563c

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHŒA, HEMORRHAGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.
Sold retail by all Chemists and Wholesale
by
THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers)
9, Old China Street,
Shanghai.

12th October, 1898. [21

C. E. WARREN,
BUILDING CONTRACTOR,
No. 25, ABERDEEN STREET.

SANITARY APPLIANCES SUPPLIED and FIXED, DRAINS, TRAPS, WASTE PIPES, &c., CLEANSED and REPAIRED. Sanitary Board Notices receive prompt attention. Agent for MOSAIC TILES. Prices on Application. [558c

THE BRITISH NORTH BORNEO CO.

APPLICATIONS are invited for the POSITION of SUPERINTENDENT of PUBLIC WORKS and GOVERNMENT SURVEYOR. Applications and Copies of Testimonials to be sent to the undersigned, from whom terms may be learnt. Appointment to be taken up as soon as possible.

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 26th January, 1901. [124c

NOTICE.

INFORMATION has been received from our SINGAPORE BRANCH by Wire of the ROBBERY of $236,950 of $50 Notes, issued by THE HONGKONG AND SHANGHAI BANKING CORPORATION, SINGAPORE, and the Public are hereby cautioned against receiving and/or cashing Singapore Notes of the Denomination of $50.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 29th May, 1901. [577c

NOTICE.

TENDERS are hereby called for the ERECTION of BRICK SHOPS at JESSELTON for the NORTH BORNEO GOVERNMENT, Particulars of which may be seen at the OFFICE of

Messrs. GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 13th February, 1901. [200c

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by
PUBLIC AUCTION,
(UNDER THE BILL OF SALE).
FOR ACCOUNT OF THE CONCERNED,
ON
MONDAY, the 10th June,
at 2.30 P.M.,
No. 17, DES VŒUX ROAD above the Office of P. & O. S.N. Co.
SUNDRY OFFICE FURNITURE.
Comprising:—
TEAKWOOD DESKS, OFFICE CHAIRS, LETTER BOXES, STATIONERY CASES, COUNTERS, One large COPYING PRESS and STAND, BOOK RACKS, &c., &c.
ALSO:
1 REMINGTON and 1 HAMMOND'S TYPEWRITERS and 1 large IRON SAFE by PHILLIPS & SONS, London,
And
A quantity of COMMERCIAL CODES.
TERMS:—As Usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 5th June, 1901. [600c

Notice of Firm.

NOTICE.

THE PARTNERSHIP in our FIRM of Mr. HENRY CRAWFORD and Mr. JOHN MCCALLUM expired on 31st March, 1901.

Mr. ALFRED HOLLAND SKELTON, Mr. DUNCAN CLARK and Mr. FRANCIS CUMING WILFORD were admitted as PARTNERS on 1st April, 1901.

LANE, CRAWFORD & CO.

Hongkong, 4th June, 1901. [597c

For Sale.

FOR SALE.

NEW EUROPEAN HOUSES at LEIGHTON HILL ROAD.

By investing a small sum of money, a person, in the course of a few years, would become the absolute owner of one of these houses, (Tontine System).

For Conditions of Sale, apply to
A. RUMJAHN.

Hongkong, 30th May, 1901. [580c

FOR SALE, CHEAP.

A COTTAGE PIANO by BORD, of PARIS, Three years old, in Excellent Condition. For Price, &c., apply to
THE ROBINSON PIANO CO.

Hongkong, 27th May, 1901. [565c

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.

Hongkong, 28th May, 1895. [30

To be Let.

TO LET.

FIRST and SECOND FLOORS of Nos. 1 and 3, WA IN FONG. Bathroom and Gas suitable for married couple.

Apply to
C. E. WARREN,
25, Aberdeen Street.

Hongkong, 23rd May, 1901. [557c

TO LET.

A HOUSE in RIPON TERRACE.

HOUSES at LEIGHTON HILL.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st May, 1901. [209c

TO LET.
POSSESSION APRIL 1ST.

1, STEWART TERRACE.

Apply to
J. W. NOBLE.

Hongkong, 6th March, 1901. [297c

TO LET.

"WOODLANDS WEST," No. 9, SEYMOUR ROAD.

Apply to
"S.B."
C/o This Office.

Hongkong, 13th March, 1901. [322c

THE ROBINSON PIANO CO., LIMITED.

BEST VALUE IN
PIANOS.
MONTHLY PAYMENT SYSTEM.
TUNING. REPAIRS.
Our Speciality.
INSTRUMENTS.
STRINGS.
MUSIC.
Grand stock, reduced to clear.

Hongkong, 28th May, 1901. [571c

To-day's Advertisements.

GOVERNMENT NOTIFICATION.

THERE are TEMPORARY VACANCIES in the COLONIAL SECRETARY'S OFFICE for:—

(1) A TYPEWRITING CLERK—
SALARY.—$100 a month.
QUALIFICATIONS.—The Applicant must be able to typewrite rapidly and correctly, and must possess a good knowledge of English.

(2) AN OFFICE CLERK—
SALARY.—$50 a month.
QUALIFICATIONS.—The Applicant must possess a good knowledge of English, and must be a man of intelligence and good character.

Engagements will be terminable at one month's notice on either side.

Applications in own handwriting with the usual Certificates should be sent to the ACTING COLONIAL SECRETARY not later than the 15th instant.

By Command,
T. SERCOMBE SMITH,
Acting Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 5th June, 1901. [601c

TO LET.

LARGE and AIRY ROOMS for OFFICES, in No. 6, ICE HOUSE LANE.
GODOWNS in DUDDELL STREET.
Apply to
A. RUMJAHN.

Hongkong, 6th June, 1901. [542c

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU,"

Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 19th instant, at Daylight.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 6th June, 1901. [321c

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CHUSAN,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., *ex* S.S. *India* and *Arcadia*.
From Persian Gulf, *ex* B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M., TO-DAY.

Goods not cleared by the 12th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, 6th June, 1901. [5

For Sale.

NOW READY.

THE
SPECIAL DESCRIPTIVE
AND
STATISTICAL EDITION
OF THE
"HONGKONG TELEGRAPH."
TEN PAGES.

PRICE 50 CENTS.

THOSE desirous of obtaining copies should order early, as only a limited number has been struck off and a Second Edition cannot be printed.

The Special Edition will be mailed to any address on receipt of 58 cents to cover cost and Postage.

Hongkong, 2nd May, 1901.

NOW READY.

A PAMPHLET
ON
SOME SERIOUS LOCAL PROBLEMS
AND
A FEW SUGGESTION FOR DEALING WITH THEM.
BEING A LECTURE DELIVERED
BEFORE
THE ODD VOLUMES SOCIETY
BY
Mr. H. E. POLLOCK,
Barrister-at-Law.

To be obtained at the OFFICE of This Paper.
PRICE 50 CENTS.

Hongkong, 1st June, 1901.

EYE-SIGHT.

Mr. N. LAZARUS,
Occulist-Optician, of London and Calcutta, may be consulted for SPECTACLES at 16, Queen's Road Central,
(R. HOUGHTON & Co.)
(Nearly opposite the HONGKONG HOTEL).
Business hours:—9 A.M. to 5 P.M.

A GREAT proportion of cataracts and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of 'Eye Strain' ending in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight.

Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES only after testing the sight.

ADVICE FREE. [1453b

Intimation.

A. S. WATSON & Co.,
LIMITED.

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS
OF
ÆRATED WATERS
IN THE FAR EAST.

OUR FACTORIES are constructed with every attention to the best principles that sanitary science can suggest; and our NEW FACTORY at WEST POINT is the LARGEST and BEST EQUIPPED in the FAR EAST.

A perfect System of Filtration is employed guaranteeing Absolute purity.

The Machinery used is of the Latest Type.

A STAFF OF ENGLISH EXPERTS attends to every detail of the Manufacture.

The Waters produced are of the highest class and excellence; as testified to by the best English makers.

A. S. WATSON & CO., LIMITED,
THE HONGKONG DISPENSARY.
Hongkong.

The Hongkong Telegraph

HONGKONG, THURSDAY, JUNE 6, 1901.

REUTER'S TELEGRAMS.

BRITISH SOUTH AFRICA.

LONDON, June 4th.

The meagreness of news from South Africa is causing public anxiety in England. It has been alleged that the Government is suppressing despatches.

The War Office announces that it has published everything received from Lord Kitchener.

LATER.

BRITISH SOUTH AFRICA. THE VLAKFONTEIN FIGHT.

It is officially stated that at the Vlakfontein fight, the British force consisted of 1,400 men with 7 guns. They were returning to camp, when, under cover of a veldt fire, the Boers rushed the British rearguard, capturing two guns, which were re-taken on the remainder of the British force coming into action, and the Boer position occupied. The Boers lost 41 killed.

On the British side, it was found that the casualties amounted to 183, including seven officers killed and six wounded. The 1st Battalion Derbyshire Regiment suffered chiefly, losing 18 killed, including three officers, and 68 wounded.

WEATHER REPORT.

The Observatory report says:—

On the 6th at 11.45 a.m. the barometer has fallen considerably on the E. coast of China, and moderately on the S. coast. A depression has appeared over Central China, and the low pressure trough seems to be still lying across the N. part of the China Sea. Forecast:—N.E. and varying winds, moderate; showery.

LOCAL AND GENERAL.

THE Joint Telegraph Companies inform us that the Foochow—Shanghai cable is restored.

PARCEL MAILS for Europe, &c., per s.s. *Coromandel* will close at 3 p.m. on Friday, the 7th inst.

A CHINAMAN, Ip Fai, who was sent to prison on May 31st, died this morning in the gaol Hospital. An inquest was held this afternoon.

THE population of England and Wales roughly speaking is 35,525,716, an increase of 3,523,191 on the number of persons enumerated 10 years ago.

THE Government of India have sanctioned Rs. 203,793 for works in connection with accommodation for Naval Ordnance Stores, Bombay, and also for doubling the tramway in Butcher Island there.

MR. Chamberlain has called an Imperial Conference, which is to take place at the end of May, on Colonial jurisdiction with regard to appeal cases. All the Colonies and India will be directly or indirectly represented.

MR. Farmer of Messrs. Madar and Farmer returned from Canton yesterday evening and reports all quiet as far as the native residents are concerned. Mr. Farmer was inspecting the numerous alterations being made in the Victoria Hotel, Shameen.

THERE are temporary vacancies in the Colonial Secretary's Office for a typewriting clerk, salary $100 per month, and an office clerk, salary $50 per month, *vide* advertisement appearing elsewhere.

TO-DAY were liberated from Kennedy Town Hospital Ko Tang Chiu recovered from smallpox and Wan Lo and Wong Yee Fuk, two plague cases. We regret the scarcity of cases of recovery warrants our noticing the fact.

A SUGGESTION, says the *Pall Mall Gazette*, has been made to the Secretary of State for War that the gun carriage upon which the body of the late Queen was conveyed through London should be permanently deposited in the armoury of the Tower, or elsewhere.

THE *Chusan*, with the English mail, arrived this morning in the harbour, several hours before she was expected. She was, we believe, nearly two days in advance of schedule time at Singapore. What a pity it is that the fortnightly mail carried by the French boats is not given to the P. & O.

WE draw our readers attention to the advertisement in another column of the well-known Green Island Cement Company, where it will be seen that the price of cement has been advanced 50 cents per cask and 30 cents per bag, of 375 lbs. and 250 lbs. respectively. The increase dates from June 1st.

WE shall be obliged if any subscriber on receiving his paper late or irregularly will write on the Wrapper of the paper the Time of delivery, etc., and forward the Wrapper to the Manager, *Hongkong Telegraph Co., Ld.*, 50 Queen's Road Central. The wrapper will enable us to check the delivery coolies.

NEXT week Mr. Fisher Unwin will publish in his Colonial Library "The Maid of Maiden Lane," another of Mrs. Amelia E. Barr's charming romances of Old New York. The main theme is the love story of an Englishman for an American girl, a love which ran away for a long time but came to a happy ending.

A PARIS telegram states that according to the *Reppel* a new rifle is now undergoing exhaustive trials in several of the army corps. It is the invention of an Italian watchmaker named Lamacchia, living near Toulon, who has spent over ten years in perfecting it. The rifle is on the lines of the Lebel, but is much lighter, and carries nineteen rounds in the magazine.

THE West River trading steamer *Woping*, as previously reported, went on the rocks last week in the Silam Channel. The cause—a very frequent one—was trying to get out of the way of a junk, suddenly sighted, carrying no lights. Capt. Sherman, in the face of many difficulties, is engaged salvaging the cargo, or the remains of it for the insurance company concerned.

IT may be noticed that we are publishing a gazette of interest to the shipping community generally, giving the names of officers on leave, promotions, transfers, etc. We imagine it will be found useful by many shipping people here, who can see at a glance where their friends are at the time. We shall be much obliged for any information from our readers tending to keep the column up to date.

AN Indian paper says:—If the existing prohibition regarding the passing of soldiers of the British service to the reserve are relaxed next autumn, there will then be about 25,000 men in India who will have completed their service with the colours, and can claim to be sent home. A commonsense arrangement will be to offer bounties to many of them to re-engage for one or two years more in India, as they are seasoned soldiers.

IT is announced that Dr. Johnson's house at Lichfield has been acquired by the Corporation, and is to be turned into a museum, like Carlyle's house in Chelsea, Cowpers at Olney, and Milton's at Chalfont St. Giles. Lichfield, it is true, was not the scene of the great lexicographer's literary labours. He was born there; he kept the school there at which David Garrick was a pupil; and he stood there bareheaded in the market-place for an hour, as a self-appointed penance for a sin.

THAT unfortunate, but by no means rare, bird, the henpecked husband, has been the butt of the shafts of ridicule since Adam delved and Eve span, though it is not recorded that either of our first parents ever felt tempted to apply to a magistrate for a separation order against the other. There has just been formed—and not before it was wanted—a Husbands' Protection Society, for the purpose of getting the sexes equalised before the law, which at present enables Joan to obtain a separation order against Darby with comparative ease, whereas Darby has to put up as best he may with any eccentricities of conduct in which Joan may indulge as being "only pretty Fanny's way."

SOME first unrevised results of the census taken on April 1 have been issued. Only the county boroughs and the county of London are dealt with. The population of the twenty-nine boroughs included in the county of London is now 4,536,034—an increase of 307,717 compared with the returns for 1891. This increase is very unequally distributed. In some of the divisions—the City, Bermondsey, Finsbury, Holborn, Marylebone, Shoreditch, and West-Minster—there has been an actual decline, while in Battersea, Fulham, Lewisham, and Wandsworth the increase has been very considerable. Of the county boroughs Liverpool is still the largest, with a population of 685,276—an increase of 55,728 in the decade. Manchester comes next, with 543,930; and then follow Birmingham, 522,182; Leeds, 428,953; Sheffield, 380,717; West Ham, 367,308; Bristol, 328,836; and Bradford, 279,809. The greatest increase in the decade has occurred in West Ham, where the growth has been 162,405, or nearly 79 per cent.

A REPORT is in circulation among certain Anglo-Indians that Lord Curzon is anxious to return home from India in order again to take part in British politics. It is said, moreover, that Sir Alfred Milner's visit to England is concerned not so much with his own health as with an offer to succeed to the Viceregal office.

THE sufferings of the people in famine time are popularly supposed to be matters of hunger and thirst only, but the following from the Punjab Famine Report (relating to the Rohtak district) shows how much more there is in the back ground:—"The great heat (in May) made it impossible to work except in the very early hours, and people came to work before daybreak; duststorms were frequent, and the night temperature was frequently over 100°."

THE s.s. *Haiching*, Captain T. P. Hall, (Messrs. Douglas, Lapraik), under charter to carry troops left Hongkong a day or two ago. Owing to the tremendous weather encountered she returned to Hongkong yesterday. On arrival a case of plague was discovered amongst the firemen. The vessel was promptly quarantined. The s.s. *Haiching* will get away, it is hoped, to-day, or to-morrow under the command of Captain Passmore, one of the most efficient and popular men on the China coast—Captain T. P. Hall being on sick leave.

SAILORS are superstitious folk, and have implicit faith in the luck of a vessel's name. The P. and O. liner which has stranded on Tung Ying Island bears an unlucky name, says the *Chronicle*. Some twenty or more years ago there was another *Sobraon*, a sailing ship which voyaged between England and Australia. It was much used by people who were recommended a long sea voyage. On one particular passage there happened to be an extraordinary number of funerals at sea; there was a fire; and there was a mutiny. The ship was placed on the sailors' black list.

A HOME paper says:—W. G. Grace has begun the season in a manner reminiscent of his early manhood. Recently he scored 100 in a small match, and later he made 71 against Surrey. Not many people were at the Crystal Palace to see the champion play the fast bowling of Lockwood and Richardson, and the lobs of Jephson with equal facility; but all who were present were delighted. Except for some slowness between the wickets he displayed all his old briskness; in cutting, leg-hitting and placing his eye was as sure as ever. Grace's fine innings was chiefly played in company with C. J. B. Wood, who last season was about the most useful man in the Leicestershire team. Wood can hardly be called a pretty bat, but he possesses the necessary qualities for run getting—steadiness and power. The first partnership of 131 runs led to a total of 382 by the London County.

A RESOLUTION is published in the Finance Department, at Calcutta, on the subject of the law relating to the apprenticing of Eurasians to sea service. It lays down that in section 29 of the Indian Merchant Shipping Act, 1883, the words "Native Seamen" should be held to refer only to indigenous as opposed to European or Eurasian inhabitants of India. Eurasians, therefore, may be shipped as seamen on merchant vessels on the same terms as Europeans. The resolution adds: "The Governor-General in Council considers it undesirable that any restrictions should be imposed by executive orders of Local Governments on the employment of Eurasians on merchant vessels and any instructions on the subject, which it may be thought advisable to issue to Port Officers should be reported for the previous approval of the Government of India."

"THE doom of another batch of literary landmarks has lately been sealed," says *Literature*. "First the old Black Bull tavern in Holborn, where Mrs. Gamp nursed Mr. Lewsome in partnership with Betsy Prig—'Nussed together, turn and turn about, one off, one on.' Then the Red Lion, at Henley-on-Thames, in which Shenstone was said to have written the familiar lines which Dr. Johnson quoted to maintain his thesis that 'there is nothing which has yet been contrived by man by which so much happiness is produced as by a good tavern or inn;' though other authorities have claimed that honour for the Red Lion Inn at Henley-in-Arden. Lately, too, Burford Bridge Hotel, near Box Hill, where Keats finished 'Endymion' towards the end of 1817, has been in the market—whether for demolition or not, we cannot say."

THE *Pall Mall Gazette* says:—There must be consternation in the nether world among the rats if they have intelligence enough to know what has happened to them. A new method has been discovered of destroying them by shiploads. Henceforth no rat need leave a ship to express contempt for its unseaworthiness. A few days before it is time to sail, a nasty man with a little engine can go aboard, and after he has battened down the hatches the engine will begin to work, whereby is produced a gas deadly to rats. The effect of this in the *Jelunga*, the transport-ship of which something was heard some time ago, was that when the hatches were opened again the rats and other vermin lay dead in heaps. The experiment was witnessed at the Albert Docks by representatives of the Port Sanitary authorities, the Local Government Board, and many ship-owners. It is not unlikely that seagoing rats will have an uncommonly disagreeable time of it later on. If they would only keep their proper place—they are excellent scavengers of the sewers—nobody would mind them. But when they travel by ship, and carry the plague with them, their destruction is imperative. It is well that the means has been discovered.

BREAKING THE RECORD!

A statement of the Rainfall in the Punjab during the famine year reveals the astonishing fact that the district of Montgomery broke the record of all districts for all time by recording a rainfall for the entire year of 1.65 inches.

AT THE MAGISTRACY.

MURDER.

Inspector Kemp arrested Cheung Kwai on arrival from Singapore as answering the description of a man wanted on a charge of murder in the Straits Settlements. Prisoner was remanded.

* * *

STEALING COAL.

Chan Ming was charged with stealing half a ton of coal.

P. C. 29 said he heard some shouting and saw a man in a boat making for a saw mill. The man got away. He took the boat and afterwards arrested the man.

Defendant stated he was offered ½ ton of coal for $2.00 if he first paid $1.00.

Firing is provided where he is now for 6 weeks, also sufficient exercise to keep himself warm.

* * *

MEUM AND TUAM.

Chung Sau owned an opium pipe. Cheng Loi wanted it. He got the pipe and three months' hard labour as cumshaw.

* * *

GOING FOR THE BRASS.

Ho Fuk was imprisoned for 14 days for his fondness for other people's brass. He was found in possession of 10 brass rings and 1½lbs. of brass screws. His screws and rings are now of steel.

* * *

A SWEET TOOTH.

Li Chin stole 6 cents worth of sugar from the Po On Godown and was sentenced to 6 weeks' hard labour.

* * *

OBSTRUCTION.

Lance Sergant J. Lander had two cases of rickshaw men up this morning and got them fined for rushing at people at Pedder's Wharf. A few more and this nuisance will stop.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

JERRY BUILDING.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—There is a paragraph under "Local and General" in your paper of yesterday re a certain "row of buildings" now being erected at the eastern end of Elgin Road, Kowloon. I beg to state that I have nothing whatsoever to do with this "Row" in question.

There have been enquiries at our office re this matter, I therefore deem it expedient to write you and beg that you will please grant me space in your columns for the above.

Thanking you in anticipation.

Yours, &c.,
JOHN LEMM, F. I. A.,
Architect.

Hongkong, June 6th, 1901.

THE PLAGUE.

Number of cases reported up till noon of the 5th June, 1901	Chinese	1,006
	Other Asiatics	28
	Europeans	14
Number of cases reported during the past 24 hours	Chinese	19
	Other Asiatics	2
	Europeans	0
Total number of cases reported to date		1,069
Number of deaths reported up till noon of the 5th June, 1901	Chinese	965
	Other Asiatics	20
	Europeans	5
Number of deaths reported during the past 24 hours	Chinese	18
	Other Asiatics	0
	Europeans	0

Total number of deaths recorded to date 1,008

Since noon on Saturday last the cases and deaths are:—

Cases Chinese	105
" Other Asiatics	7
" European	1
Total	113
Deaths Chinese	108
" Other Asiatics	4
" Europeans	0
Total	112

The plague returns for last week were:—

Cases	215
Deaths	207

The returns for 1st June, 1894, were:—

Total deaths to date	1,003
New cases in previous 24 hours	86
Deaths in previous 24 hours	83
Patients under treatment	235

* * *

MR. Cameron, of the Eastern Telegraph Co., was out and about to-day looking little the worse for his recent attack of plague. He testifies to the prompt attention he received on going to Kennedy Town Hospital, and although attacked only in a very mild form by the disease, attributes his early recovery to the careful treatment received.

BRITISH TRADE WITH SIAM.

Siam affords another instance where foreign nations are gradually superseding the English in the van of commerce, says an exchange. A year or two ago the Holt Line and the Scottish Oriental fleets were bought by the Norddeutscher-Lloyd, the reason assigned for the sale being that the steamers did not pay. This is not the experience of the Germans, who are developing their trade and extending their lines on lower values, and if one may judge from the figures given as to the increase of their trade, the shipping of Bangkok will be in their hands in a few years. The next consular report will reveal a serious decay of British shipping and a correspondent to *Commercial Intelligence* states that the proportion of British vessels trading with Bangkok has fallen in three years from 76 per cent. to 38 per cent.; while tonnage has dropped from 78 per cent. to 38 per cent. In the same period the German vessels have risen from 7 per cent. to 51 per cent.; and the tonnage from 6 per cent. 45 per cent. The chief cause is of course the transference of two lines of British steamers to foreign owners, but the Russians, Danish and Dutch are each making energetic efforts to get a footing in the port. It was expected that after the transfer of ships there would have been a large increase in the number of tramp steamers flying the British flag. Such has not been the case, and our ships have deteriorated in quality as well as quantity. The merchants cannot depend on tramps, but are compelled to ship their goods by the regular liners, for which accommodation they pay very highly. After the management of British steamers passed into German hands freights rose, and the German capitalist is getting a magnificent return on his investment. What our Teutonic brethren can do ought not to be beyond the business powers of English traders, but it appears as if the sale of British vessels took with it British trade. Now that they have got into the markets, every effort will be made by means of preferential through rates and so forth to help the German manufacturers to force their goods into new markets. It is a pity that larger, faster and better boats do not compete with those recently bought by Germans, for it is by this means alone that we can prevent the whole trade of Siam being absorbed by our Continental rivals.

INSANITARY HOUSES IN BOMBAY.

The Corporation of Bombay have realized that much of the money spent on plague measures is wasted as long as no improvement is made in the construction of insanitary houses. Government declines to help them in the matter, as structural improvement is rather a matter of prevention than suppression. The Corporation have therefore ordered an inevitable Committee to enquire and report!—*Indian Engineering*.

GETTING RID OF MOSQUITOS.

KEROSENE NOT RECOMMENDED.

A recent *Bombay Gazette* says:—

As a result of the experiments with the malarial mosquito which, it will be remembered, Major Andrew Buchanan, I.M.S., Superintendent of the Central Jail at Nagpur, in the Central Provinces, has been recently engaged upon, the following important points have been established namely:—(1) that malarial fever in India is most prevalent after the rainy season is over (this differs, it may be remarked, from the experience of the disease in Western Africa, where according to the recently issued Report of the Liverpool School of Tropical Medicine, its prevalence is greatest during the rains); (2) that the number of cases of malarial fever (as gauged by the admissions into the Jail Hospital) varies with the seasonal prevalence of anopheles, being greatest when the insects are most numerous and lowest when they are least so; (3) that while the anopheles, as distinguished from the culex variety readily make their way through a curtain with a coarse mesh, they may be kept away by using one with a fine mesh; (4) that though the culex may select sewage or foul water for its habitat, the anopheles on the contrary never does so, but generally select clear spring water for the purpose. Major Buchanan derides the idea of endeavouring to get rid of all mosquitoes by applying kerosine oil to the pools in which they breed, which is the plan generally recommended; he would rather find out where the breeding pools are, preserve them as much as possible and than collect the eggs in the case of culex, or the larvæ in the case of anopheles, which is an easier matter, and certainly appears the better plan. The results of Dr. Buchanan's observations differ in one or two particulars from those recorded by preceding experimenters in the same direction, perhaps because he experimented with a different variety of mosquito; but in hundreds of others their observations have been verified. His own experiments have not been carried on for a sufficient length of time to enable him to report on everything connected with the mosquito, but so far as they go, the results have been as above described.

FRENCH INDO-CHINA.

The tonnage at the port of Saigon during 1900 amounted to 1,572,273 tons (a slight decrease over 1899 of 12,262 tons) represented by 1,200 vessels, 7,100 of which were foreign, principally German, English, Norwegian and Dutch. The ports of Tong-King have been visited by 1,354 vessels or junks inwards, and 1,211 vessels, or junks outwards, altogether a movement of 2,565 vessels, aggregating 787,787 tons. Out of that total of vessels there were 96 German, 69 English, 27 Norwegian, 7 American, 3 Japanese, and a great number of Chinese junks, French vessels numbering only 193.

DEFENCE OF THE COALING STATIONS.

(BY A NAVAL OFFICER.)

The Secretary of State for War has lately expressed the opinion of the War Office—that the Navy should provide a sufficient number of Marines to release five battalions of the line from garrison duty at certain naval coaling stations. The War Office also intends to substitute black troops for white troops—to the extent of five battalions—at coaling places in the tropics. It is a very unfortunate circumstance that the Admiralty and the War Office do not see eye to eye in the matter of defending the naval coaling stations. As a matter of fact, the Admiralty cannot spare 4,000 or any other large number of Marines unless an equivalent number of "seamen gunners" is provided. To do so would take five years—it takes that time to make a seaman gunner. Not only would the time be required, but additional training-ships, barracks, and gunnery and torpedo schools would have to be provided; to say nothing of recruiting difficulties.

The coaling stations proposed to be manned by the Navy have not yet been named, but it may reasonably be supposed that those places where naval establishments exist are intended. Bermuda and Hongkong are islands with naval depôts and coaling places, so are Esquimalt and Port Royal. Bombay and Malta, though islands, are not intended to be turned over to the Navy for obvious reasons—there are six battalions at Malta. Naval depôts also exist at Gibraltar, Calcutta, Trincomali, Wei-hai-Wei Simon's Bay, Ascension, and Halifax. Calcutta comes under the same category as Bombay and Malta, so does Gibraltar. Trincomali, though a naval depôt, is probably not meant to be defended by the Navy. To garrison Halifax, Bermuda, and Hongkong, as at present, takes three battalions. Vancouver and Simon's Bay take about 200 men. Ascension is already provided with a marine garrison. Wei-hai-Wei will probably soon develop into an important naval depot; already a considerable number of Marines and the Chinese Regiment are stationed there. Port Royal, Jamaica, is garrisoned by a detachment of the West India Regiment. To garrison Hongkong, Wei-hai-wei, Bermuda, Halifax, Esquimalt, and Simon's Bay would take about 2,700 men; but as the War Office intends to release *five battalions*, or 4,000 men, there is here a great margin or discrepancy. If the War Office cannot or will not find men for the defence, then the Admiralty must either give up their coaling stations and trust to steam colliers, hospital, water, ammunition, factory, and torpedo depôt ships, or else find the men for the defence of the depôt.

Should the Admiralty have to undertake the defence of their own coaling stations—and it appears that they will have to do so—they cannot at present be expected to provide artillery and engineers as well as infantry. Two courses are open to the Admiralty; one is to increase the number of seamen gunners and concurrently part with the number of Marines required by the War Office; this would be the simplest plan, and would probably be the best arrangement as a temporary measure, until the details of a vastly greater change can be worked out. The second course would be to part company with the whole of the Marine Light Infantry; this, of course, would require a very considerable length of time and much consideration to carry out.—*St. James's Gazette*.

H.B.M.'S CONSULS IN JAPAN.

The *Gazette*, under date Foreign Office April 1, notifies that the King has been graciously pleased to appoint:—

John Carey Hall, Esq., to be His Majesty's Consul for the Consular District of Kobé, comprising the Prefectures of Toyama, Ishigawa, Fukui, Shiga, Miye, Nara, Wakayama, Hyoga, Tottori, Okayama, Shimane, Kagawa, Tokushima, Kochi, and Ehime, and the cities of Osaka and Kioto, to reside at Kobé.

Joseph Henry Longford, Esq., to be His Majesty's Consul for the Consular District of Nagasaki, comprising the Prefectures of Saga, Nagasaki, Kumamoto, Miyazaki, Kagoshima, and Okinawa (Loo Choo Islands) to reside at Nagasaki.

Frank William Walter Playfair, Esq., to be His Majesty's Consul for the Consular District of Shimonoseki, comprising the Prefectures of Yamaguchi, Hiroshima, Fukuoka, and Oita, to reside at Shimonoseki.

Alfred Ernest Wileman, Esq., to be His Majesty's Vice-Consul for the Consular District of Hakodate, comprising the whole of Hokkaido (Yesso), the Kurile Islands, and the Prefectures of Awomori, Iwate, and Akita, to reside at Hakodate.

Arthur Morison Chalmers, Esq., to be His Majesty's Vice-Consul for the Consular District of Hyogo and Osaka, to reside at Kobé.

THE PHILIPPINES.

For the new big naval Station at Subig Bay Congress will be asked for a preliminary sum of $5,000,000 to build a dry dock, which is to cost over $1,000,000, and shops and machinery $4,000,000 more.

The Government has decided to reduce the army in the Philippines to 40,000 men.

Official reports received in Washington from Manila indicate a total collapse of organised rebellion in the Philippines. Several despatches have reached the War Department announcing the surrender of prominent Filipino leaders, the most notable being General Tinlo and his entire command. He held Northern Luzon, which General M'Arthur says is now completely pacified. Another surrender is that of Quentin Salis, in Iloilo, thus largely ensuring the pacification of Panay.

War Secretary Root has cabled orders to General M'Arthur to expedite the reduction of the army in the Philippines. General Chaffee is to succeed to the command at Manila next month, and the American troops who have been in China will serve in the Philippines for a short period before returning home.

A MONSTER WATCH.

A contemporary says:—There is now in course of construction the largest watch that the world ever held. So enormous will this timepiece be that room will be found within it for spacious galleries, wherein a number of people will be able to perambulate at ease, and it is further stated that a small restaurant, equipped with waiters and cooks, will form one of the attractions of the watch's interior. The diameter of this gigantic article will be nearly 75ft. while its height will exceed 40ft. Tiny staircases will be scattered throughout the watch, and the wheels will be so protected that no person can be injured thereby, or even soil his clothing. The wheel known as the "balance wheel" will actually weigh a ton, whilst the so called "hair spring" will be considerably thicker than a rolling-pin. Aproximately two minutes will be consumed by the swinging backwards and forwards of the wheel afore-mentioned, which will be pivoted on two huge agate blocks. Needless to say, the mainspring of this extraordinary watch will be enormous. Three hundred feet will hardly cover its length, and it will be made of ten spring steel bands, two inches thick, bound together, as it would be impossible to roll so large a piece either in thickness or length. Finally, it may be said that the watch when finished will recline on its back, and will possess a polished metal case similar to ordinary watches of smaller dimensions, people will be able to walk within the moving wheels, and thus enjoy an entirely novel sensation. This attraction, certainly unique in the world's history, is intended to form one of the principal side shows at the forthcoming St. Louis Exhibition in 1903.

SIR ASHMEAD-BARTLETT AND THE BANKRUTCY NOTICE.

Solicitors' clerks who are sent by their employers to serve notices on gentlemen ought to understand that there is a decent and an indecent way of doing their duty. The young man Sheppard, who tried to serve a notice on Sir Ellis Ashmead-Bartlett performed his duty in such a particularly disagreeable manner that there is little wonder that Sir Ellis should have strongly objected to it, and vigorously expressed his objections. To hang on to the back of a cab with the connivance of the driver, and when the pace slackened to get on to the front step, and endeavour to invade a privacy which at least was paid for, is more likely to bring the profession of Mr. Guppy and Mr. Wemmick into disrepute than to effect any useful purpose. Mr. Plowden and the *Daily News* try to make fun of the incident. It is a companionship in the humour in which neither eclipses the other. Most people, we imagine, says the *Pall Mall Gazette*, will be inclined to think that clerks who discharge their duties in so boisterous and rude a manner need not be surprised if they receive kicks instead of ha'pence.

NEW AIR-PURIFIER.

"A new ingenious process to improve unhealthful room-air at once has recently been invented by a French physician," says *The Scientific American*, quoting from the *Pharmaceutische Post*. "Similar to the well-known Seidlitz powders, he incloses a scent in two different papers, one of which contains white barium peroxid, which is saturated with perfume in a concentrated form. This is first placed in tinfoil or oil paper. The other blue paper contains powdered potassium permanganate in the correct proportion, so that on mixing the two bodies together in a solution, oxygen is set free, which spreads the scent in the air and improves the bad air in the room. If the powder is to be used for disinfecting purposes the perfume may, of course, be left out. For sick-rooms and wherever an opening of the windows is not desirable or impracticable, this new air-purifier will doubtless prove of great value."

PLANTS UPSIDE DOWN.

A series of investigations carried on in the famous zoological laboratory at Naples, is described in the *Jahrbucher für wissenschaftliche Botanik* by Hans Winkler. "The experiments were made upon a flowerless aquatic plant that grows normally with its roots in the sand and its leaves in the water. For example, plants having roots and stems already developed were placed upside down, with leaves buried in the sand and roots floating in the water in strong light. The roots changed to stems and leaves, while the parts buried in the sand became roots."

THE FAR EAST IN PARLIAMENT.

THE UNREST IN CHINA.

April 29th.

Mr. H. Roberts asked the Under-Secretary for Foreign Affairs whether the Government had received any official information as to the alleged elements of disaffection in the Yangtsze provinces; whether the British authorities had reduced their forces in those regions by the withdrawal of the Sikhs and the artillery; and whether, in view of a possible rising in these provinces, the Government had taken the necessary steps for the protection of the British interests involved?

Viscount Cranborne: The answer to the first question is in the negative. As to the second and third questions, some of the British troops at Tientsin, Wei-hai-Wei, and Hongkong are being withdrawn. No reduction in the Shanghai garrison is in contemplation at present.

JAPANESE COAL.

30th.

Mr. Gerald Balfour stated, in reply to Mr. D. Thomas, that in 1900 the export of coal from Japan to British India was 516,746 tons; to China, 826,053 tons; and to Hongkong, 826,162 tons. In 1899 the corresponding figures were: 295,197, 949,051, and 660,207 tons. He could not give figures for 1891 and 1895.

THE GARRISONING OF TROPICAL FORTRESSES.

In reply to Mr. C. Hobhouse, Mr. Brodrick stated that Indian troops would be quartered at Hongkong, Singapore, and Mauritius, but not to the exclusion of British troops.

KOREA AND THE POWERS.

May 6th.

Mr. J. O'Kelly asked the Under-Secretary for Foreign Affairs whether the Anglo-German Agreement applied to Korea.

Viscount Cranborne: No, Sir.

SECRET SOCIETIES IN CHINA.

Mr. Herbert Roberts asked the Under-Secretary for Foreign Affairs whether the British Government had issued instructions as to the movement of troops necessary for dealing with a possible outbreak in the district referred to.

Viscount Cranborne: Our Consuls have reported that vague rumours are current as to possible disturbances, but nothing definite is mentioned. The officer commanding the British troops in China is kept fully informed on the subject.

THE CONDITION OF CHIHLI.

Mr. Dillon asked the Under-Secretary for Foreign Affairs whether in the districts of the province of Chihli occupied by the Allied troops the disorder was so complete that even the neighbourhood of Peking was more unsafe now for the foreigner or Christian than at any time since the occupation; and whether, if this were so, the British Government would urge on the council of foreign Ministers the desirability of the immediate withdrawal of the Allied troops.

Viscount Cranborne: Our information does not lead us to suppose that the facts are as suggested in the first part of the question. The withdrawal of a portion of the Allied troops is in contemplation, and it is generally desired that a large reduction should take place as soon as the Chinese Government have sufficently complied with the more important demands of the Powers.

Mr. Dillon: My information is based on the statement of *The Times* Correspondent.

PRINCE TUAN AND GENERAL TUNG-FUH-SIANG.

Mr. Dillon asked the Under-Secretary for Foreign Affairs whether the Ambassadors of the Allied Powers in Peking had abandoned their demand for the heads of Prince Tuan and General Tung-fuh-Siang; if so, on what grounds that demand had been abandoned; and whether he could state where Prince Tuan and General Tung-fuh-Siang now were.

Viscount Cranborne: The Note addressed by the Representatives of the Powers to the Chinese Plenipotentiaries demanded for all those chiefly responsible for the outrages, including Prince Tuan and Tung-fuh-Siang, the severest punishment according to their crimes. Prince Tuan has been condemned to perpetual imprisonment in Turkestan. This sentence has been carried into effect, and an undertaking has been given that no commutation of it is ever take place. This decision was in accordance with the views of the majority of Powers represented at Peking. Tung-fuh-Siang has been banished to Kansu, there to await further punishment.

POSITION IN MANCHURIA.

Mr. W. Redmond asked the Under-Secretary for Foreign Affairs whether he could say what was the present position of affairs in Manchuria, and whether any steps were to be taken in reference to the continued occupation of that territory.

Viscount Cranborne: The Russian Government have not, we weunderstand, receded from their intention to evacuate Manchuria; but on the abandonment of the negotiations with China for a gradual evacuation of that province they declared that the temporary occupation of Manchuria must continue for the present, and that its complete and definite restoration to China could only take place on the re-establishment of a normal state of affairs and of a Government capable of affording Russia a guarantee against the renewal of the late disorders.

Mr. W. Redmond, Mr. P. O'Brien, and Mr. Flavin endeavoured to put supplementary questions, but in each case the Speaker decided that the matter sought to be raised had no connection with the original question and Lord Cranborne's reply.

7th.

Mr. W. Redmond asked the Under-Secretary for Foreign Affairs whether the Chinese Government had addressed a Note to the Powers in reference to Manchuria, and if so, what was proposed by China in this Note?

Viscount Cranborne: No such Note has been received of such an incident.

Mr. W. Remond: Statements on the subject have been made in the newspapers. Will the noble Lord make inquiries?

Viscount Cranborne: I have answered the question on the paper. If the hon. gentleman will put down a further question, I will try to answer it. (Ironical Nationalist laughter.)

Mr. W. Redmond: I beg to give notice that I will put a question on the paper. I am sorry that the noble Lord wants to waste time. (Oh.)

SIR ERNEST SATOW.

Mr. Dillon asked the Under-Secretary for Foreign Affairs whether Sir Ernest Satow was recently assaulted in the streets of Peking by European soldiers; and, if so, whether any, and what, reparation had been obtained for that outrage.

Viscount Cranborne: We have no information of any such incident.

CHINESE INDEMNITIES.

Mr. Dillon asked the Under-Secretary for Foreign Affairs whether the Committee of Foreign Ministers in Peking had suggested an increase of customs duty in China on all articles except opium, and the imposition of duties on articles of food now free; and whether he could undertake that before any arrangement for the raising of indemnities by China was assented to by His Majesty's Government, the House of Commons would have an opportuniity of discussing the amounts of the indemnities there claimed and the means proposed for raising amounts.

Viscount Cranborne: The method in which the money required to pay the indemnities can best be raised without seriously crippling the resources of China is under consideration, but no decision has yet been arrived at. No Power, so far as we are aware, is in favour of taxing rice or other articles of food. It is not possible to give an undertaking such as is suggested in the second paragraph of the question.

Mr. Dillon: Are we to understand that this country is to be committed both to the arrangement and to the method of raising the funds without giving the House of Commons an opportunity of expressing our opinion?

Viscount Cranborne: I have nothing to add to my answer. (Ironical Nationalist cheers.)

May 9th.

CHINESE TRADE.

Mr. Norman asked the Under-Secretary of State for Foreign Affairs whether His Majesty's Government had received any communication from the Chinese Government or the United States Government respecting the opening of China to the trade of the world.

Viscount Cranborne: No communication of this nature has been received by His Majesty's Government either from the United States or the Chinese Government.

FIRING ON A BRITISH BOAT.

Mr. W. Redmond asked the Under-Secretary of State for Foreign Affairs if he had now received any information as to firing by German troops upon a British boat in China, and, if not, whether he would make inquiries into that matter.

Lord Cranborne: If the incident referred to in the newspapers actually took place, and had been of importance, His Majesty's Representatives in China would certainly have reported it by telegraph. It is not proposed to make inquiry.—*L. and C. Express.*

NAVAL AND MILITARY NOTES.

Vice-Admiral Sir Cyprian Bridge on 6th ult. had an audience of His Majesty upon his appointment as Commander-in-Chief in China.

A relief detachment of 1,637 German marines, including 74 officers, was despatched from Bremerhaven on 5th ult., on board the North German Lloyd steamer *Rhein*, for service in the German East Asiatic squadron.

In recognition of services rendered in the military operations against the Chinese, Major-General Stoossel has been promoted to the rank of lieutenant-general, while Lieut.-General Baron Kaulbars has received the Alexander Nevsky Order with swords.

The new cruiser *Baiane*, which has been built at Toulon for the Russian navy, is expected to arrive at Cronstadt during the summer. In the autumn she is to be sent to the Far East to reinforce the squadron under the command of Vice-Admiral Skrydloff.

The German second-class cruiser *Ariadne*, which has been built in the Weser Yard, is destined for the East Asian Station, and after its trips and the completion of its armament it will set sail for China during the summer, where she will relieve the *Irene*, which has been six years on the station.

Four battleships ought to be speedily added to the effective strength of the British fleet. The *Albion*, the last of the *Canopus* group to be completed, with the exception of the *Vengeance*, it is said, is to go to the China station to relieve the *Barfleur*. This would mean that, the *Canopus* would not proceed, as was reported and believed would be the case three months ago.

Concerning a possible conflict between Russia and Japan, naval and military experts in Russia would appear, so far as their opinions are known, to take a seriously respectful and decidedly apprehensive view of Japan's offensive power in case of an armed collision between the two Powers. Perhaps this view has been brought about by the opinions of the those officers who were with the relief column for Peking. It was generally said then that the Russians placed a much higher value on the powers of the Japanese army than they had done previously.

The following appointments have been made at the Admiralty:—Captain—R. H. S. Stokes, to the *Eclipse*, to date May 30; Lieutenant D. Fulton (R.N.R.), to the *Ocean*, for twelve months' training, to date May 17.

Herr von Jaski, the German Naval Architect, states that the water-tube boiler systems of Schulz and Dürr, which have been introduced into the German Navy, have stood the tests much better than any other system; and that all the German gunboats and small cruisers will probably be re-fitted with Dürr boilers, and the battleships with cylinder and Schulz boilers.

There is a good deal of talk about German submarine—or submersible—boats, and the surroundings are of such a character that the Admiralty will doubtless take care that it obtains the necessary information as to the proceedings of our Teutonic neighbours. The proposed long voyage of a French "submarine" will also be watched with interest. For the present no great attention need be paid to the statement that this country is purchasing additional submarine boats in America. The five vessels of this type for which the estimates are already responsible will probably meet all needs. It has been said already that the *Vernon* people were busy with a scheme for the destruction of these submarine craft, and though nothing is allowed to transpire it is pretty well certain that the idea is that their stability below the water is so uncertain that any submarine explosion in their neighbourhood will suffice to capsize them. The methods of the application of this idea remain to be seen, because it is obvious that the position of a submarine boat at any given moment is an unknown quantity.—*L. & C. Express*, May 10th.

CHINESE CHEAP LABOUR.

The *Temps* has an article on the "Yellow Peril," to show that the idea that Chinese cheap labour can ever ruin Europe is a fond delusion. The argument of alarmists is in substance the following:—

A workman's salary in China is 5d. a day; in Europe it is on an average 3s. 6d. A Chinaman can work eight-times more cheaply than a European—consequently the Chinese were able to flood the world with their cheap goods. The *Temps* remarks that if this argument were correct the 300,000,000 of India would long have ruined Europe. It does not follow that eight Hindoos or Chinamen will be able to do the sort of work for which a European mechanic is paid 3s. 6d., or even that fifty could do it. The effects of European civilisation have penetrated in Europe deep down into every class of society, and this heirloom is not to be appropriated in a few years by other races. Even if China began to manufacture wholesale for export it could only be in order to get European goods in return. In that case it would be the story of Japan over again, and we see that in the latter country salaries are gradually levelling up with those of Europe. The *Temps* ventures to prophesy that China will in the near future turn its attention to its mining resources, and it would be madness on the part of Europe to refuse its share in this development from fear of an imaginary Yellow danger.

NOTANDA.

CALENDAR.

JUNE.

Meteorological means based on fifteen years' observations to 1898.

Barometer	29.764
Thermometer	80.7
Humidity	83.0
Rainfall	16.496

TO-DAY.

WEATHER REPORT.

	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.71	29.61
Temperature	80	82
Humidity	87	82
Rainfall	0,12	—

TO-DAY.

Thursday, 6th June, 1901.

Chinese—*20th of 4th moon of 27th year of Kwang-sü.*

Sun—*Rises* .... *5hr. 16min.*
Sets .... *6hr. 40min.*
High water—*Morning* .... *0hr. 24min.*
Afternoon .... *10hr. 27min.*
Low water—*Morning* .... *4hr. 2min.*
Afternoon .... *6hr. 9min.*

ANNIVERSARIES.

1857—Indian Mutiny broke out at Allahabad and many other stations.
1864—Heavy rains in Hongkong, damage $500,000 and many lives lost.
1867—Attempted assassination of the Czar.
1884—Amended French treaty with Annam signed.
1890—Stranding of the s.s. *Taisang* on Sugar-loaf Island.
1899—Admiral Dewey sails for America on *Olympia*.

TO-MORROW.

Friday, 7th June, 1901.

Chinese—*21st of 4th moon of 27th year of Kwang-su.*

Sun—*Rises* .... *6hr. 6min.*
Sets .... *5hr. 55min.*
High water—*Morning* .... *1hr. 4min.*
Morning .... *11hr. 9min.*
Low water—*Morning* .... *4hr. 37min.*
Afternoon .... *6hr. 52min.*

ANNIVERSARIES.

1329—Robert Bruce died.
1832—First Reform Bill passed.
1840—Death of Frederick William III. King of Prussia.
1841—Hongkong declared a free port.
1855—Capture of the Mamelon by the French.
1858—Loss of the British ship *Tricolour* on Pratas Shoal.
1877—First Chinese civil marriage at Registrar General's Office, Hongkong.
1891—Attempted anti-foreign riot at Kiukiang.
1896—Defeat of the Dervishes at Firket.
1899—Archdeacon Warren met with a fatal accident at Fukuyama.
1900—Trouble in the North: all Communications between Tientsin and Peking stopped.

AGENDA.

TO-DAY.

Cargo ex *Nippon Maru* subject to rent.
Cargo ex *Chelydra* subject to rent.

TO-MORROW.

Daylight—N. Y. K. steamer *Tosa Maru* leaves for Yokohama, (direct.)
(About)—P. & O. Co.'s steamer *Chusan* leaves for Shanghai.
5 p.m.—C. M. Co.'s steamer *Perla* leaves for Manila.
Daylight—Douglas Co.'s steamer *Haitan* leaves for Swatow.

SATURDAY, 8th.

Noon—P. & O. Co.'s steamer *Coromandel* with mails etc. leaves for Europe.
Noon—I. C. S. N. steamer *Yuensang* leaves for Manila.
3 p.m.—I. C. S N. steamer *Chelydra* leaves for Indian Ports.

SUNDAY, 9th.

Daylight—O. S. K. Co.'s steamer *Daijin Maru* leaves for Coast Ports.
Cargo ex *Java* subject to rent.

MONDAY, 10th.

4 p.m.—N. Y. K. steamer *Kaga Maru* leaves for Victoria B.C. and Seattle U.S.A. *via* Shanghai, etc.
Cargo ex *Chingwo* subject to rent.
2.30 p.m.—Public Auction by Messrs. Hughes & Hough at No. 17 Des Vœux Rd.

TUESDAY, 11th.

5.30 p.m.—Annual General Meeting of the Royal Hongkong Yacht Club in the Cricket Club Pavilion.
Noon—T. K. K. steamer *Nippon Maru* leaves for San Francisco via Shanghai, etc.
Cargo ex *Kanagawa Maru* subject to rent.

WEDNESDAY, 12th.

Daylight—The O. S. K. Co.'s steamer *Anping Maru* leaves for Anping, *via* Swatow and Amoy.

THURSDAY, 13th.

Noon—N. D. L. steamer *Hamburg* with mails etc., leaves, for Southampton.

SATURDAY, 15th.

A. L. S. N. Co.'s steamer *India* leaves for Fiume and Trieste.

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information:—

May 29th.

Captain W. Blake, from home leave, resumes command of the *Kwangping*.

Captain Jenkins, has been appointed in command of the s.s. *Chwn Shan*.

Mr. J. D. Jenkins has been appointed chief officer of the s.s. *Chwn Shan*.

Mr. W. Merry, second engineer of the s.s. *Chwn Shan*, has resigned.

Mr. W. Anderson, 3rd engineer of the s.s. *Chwn Shan* has been promoted to 2nd engineer, vice Mr. Merry, resigned.

June 3rd.

Mr. J. McGinty, Chief Officer of the *Esmeralda* has been promoted to Captain of that vessel.

Mr. P. G. Ashton, Second Officer of the *Perla* has been promoted to Chief Officer.

Mr. P. Skillan, Third Officer of the *Perla*, has been promoted to Second Officer.

Mr. G. A. G. Morse has been appointed Third Officer of the *Perla*.

June 4th.

Mr. E. B. Hankey, Chief Engineer, s.s. *Woosung*, has been transferred to s.s. *Chefoo*.

Mr. McGavin, Chief Engineer, s.s. *Chefoo*, has been transferred to s.s *Woosung*.

Mr. T. A. Kyle, chief officer, *Hoihow*, is transferred to the *Tungchow*.

Mr. J. Harris, 2nd officer, *Pekin*, is transferred to the *Newchwang*.

Mr. P. Callen, 2nd officer, *Newchwang*, is on leave.

Captain W. McClure, late *Pechili*, is transferred to the *Lienshing*.

Mr. J. R. Hynes has gone 3rd officer, *Taisang*.

Mr. F. Davis, supernumerary 2nd officer, *Wosang*, has gone 2nd officer, *Kingsing*.

Mr. H. Good, chief engineer, *Eldorado*, is transferred to the *Esang*.

Mr. A. Spiers, acting chief engineer, *Esang*, is awaing orders.

Mr. D. E. McIntyre, 2nd engineer, *Wuchang*, is transferred acting chief engineer, *Hangchow*.

Mr. J. W. Williams, acting chief engineer, *Hangchow*, is on leave.

Mr. W. Thomson, 2nd officer, *Kalgan*, has gone chief officer, *Hoihow*.

Mr. E. L. Jones, 2nd officer, *Pekin*, is transferred to the *Kalgan*.

Captain W. J. Miller, *Paoting*, is on leave.

Captain P. Garriock, from leave, has gone in command of the *Paoting*.

Mr. Shane has gone 2nd officer, *Szechuen*.

Mr. J. Lennox, 2nd officer, *Pekin*, is transferred to the *Kweilin*.

Mr. H. O. Pritchard, 2nd officer, *Kweilin*, is on shore.

SHIPPING AND MAIL NEWS.

MAILS DUE.

American (*Peru*) 9th instant.
Indian (*Lightning*) 11th instant.
German (*Kiautschou*) 11th instant.
Canadian (*Empress of India*) 11th instant.
American (*Coptic*) 18th instant.

* * *

The Canadian Pacific Railway Co.'s R.M.S. *Empress of Japan* arrived at Vancouver at 9 a.m. on Wednesday the 5th inst.

* * *

HONGKONG AND WHAMPOA DOCK RETURNS.

U.S.S. *Bennington*	at	Kowloon	Dock.
Union	"	"	"
St. Enoch	"	"	"
Juno	"	"	"
Iris	"	"	"
Burnside	"	"	"
Meade	"	"	"
Athenian	"	"	"
Colonies	"	Cosmopolitan	"
Chingtu	"	"	"
München	"	"	"
Simongan	"	"	"
Marie Jebsen	"	Aberdeen	"
Daijin Maru	"	"	"

* * *

PASSED THE CANAL.

Outward—14th May—*Benlawers, Glaucus, Malaya, Hudson, Sydney, Sambia.* 17th May—*Flintshire, Alcinous, Rhein, Crusader, Devonshire, Imogene.* 24th May—*Ixion, Hyson, Sado Maru, Min, Ranshan, Shirley.* 28th May—*Silesia,* (German) *Agamemnon, Pioneer.* 31st May—*Benalder.* 4th June—*Bayern, Malacca, Glamorganshire, Acilia, Dencalion, Klek.*

Homeward—17th May—*Idomeneus, Marburg, Tantalus, Silesia, Prinzess Irene.* 31st May—*Yarra, Trieste, Ajax.* 4th June—*Hakata Maru.*

Arrivals at Home—18th May—*Feibur, Konig Albert, Stentor.* 24th May—*R. Morrow,* 28th May—*Oceanien, Sanuki Maru, Idomencue, Sibiria, Puritan.* 31st May—*Prinzess Irens. Annam, Tantalus, Malaya.* 4th June—*Albenga.*

Shipping.

Arrivals.

ICHANG, British steamer, 1,240, W. L. Jones, 5th June,—Wuhu 1st June, and Chinkiang 2nd, Rice.—Butterfield & Swire.

DAIJIN MARU, Japanese steamer, 899, T. Ogata, 5th June,—Tamsui via Amoy and Swatow 4th June, General.—Mitsui Bussan Kaisha.

TALBOT, British cruiser, 5,600, F. G. Stopford, 6th June,—England 29th April.

MICHAEL JEBSEN, German steamer, 710, J. Jessen, 6th June,—Haiphong and Hoihow 5th June, General.—Jebsen & Co.

ANPING, British steamer, 1,158, H. Barlow, 6th June,—Canton 5th June, General.—C. M. S. N. Co.

BENLEDI, British steamer, 1,487, David Clarke, 6th June,—Mororan 29th May, Coals.—Gibb, Livingston & Co.

CHUSAN, British steamer, 4,636, C. L. Daniel, 6th June,—Bombay 22nd May, and Singapore 1st June, Mails and General.—P. & O. S. N. Co.

COROMANDEL, British steamer, 2,783, F. W. Vibert, R.N.R., 6th June,—Shanghai 4th June, Mails and General.—P. & O. S. N. Co.

LIENSHING, British steamer, 1,048, McCluer, 6th June,—Chefoo 1st June, General.—Jardine, Matheson & Co.

SANDAKAN, German steamer, 1,374, A. Brandstetter, 6th June,—Sandakan 1st June, Timber and General.—Melchers & Co.

ITOLA, British transport, 3,362, Livingstone, 6th June,—Calcutta 24th May, Ballast.—Government.

Clearances at the Harbour Office.

Wo Kwai, British steam-launch, for Wuchow.
Pak Kong, British str., for Canton.
Kwanglee, British str., for Shanghai.
Sullberg, German str., for Chefoo.
Nuentung, German str., for Yap.
Hailan, British str., for Swatow.
Lienshing, British str., for Canton.

Departures.

June 6, *Kanagawa Maru*, Jap. str., for Kobe.
June 6, *Anping Maru*, Jap. str., for Swatow.
June 6, *Brand*, Norwegian str., for Moji.
June 6, *Natuna*, German str., for Bangkok.
June 6, *Airlie*, British str., for Moji.
June 6, *Donau*, Austrian cruiser, for Singapore.
June 6, *Kwanglee*, British str., for Shanghai.
June 6, *Rajaburi*, German str., for Swatow.
June 6, *Wingsang*, British str., for Canton.

Passengers—Arrived.

Per *Ichang*, from Chinkiang—4 Chinese.

Per *Chusan*, for Hongkong from Bombay—Messrs. A. J. David, M. M. Motiwala and S. Commissariatwala. From London—Messrs. W. D. Drew, A. P. Cunningham, A. R. Ireland, W. R. Seymour, J. J. Robson and W. Taylor. From Singapore—Mr. and Mrs. Carlyle and child. For Shanghai from Bombay—Mr. Eyra, and Rev. C. S. Stalker. From Karachi—Mr. Winteler. From London—Messrs. H. Franklin and W. J. Pratt. From Marseilles—Messrs. Griffin and Clarke. From Penang—Messrs. H. J. and W. J. Martin.

Per *Coromandel*, from Shanghai for Hongkong—Messrs. H. Lambe, R. H. Beacon, Mrs. Adams, Mr. L. B. Stanley and assistant, and 1 Chinese Carpenter. For London—Messrs. R. Money and H. Bland. From Yokohama—Mr. Lewis Peck.

Per *Lienshing*, from Chefoo—Ensign Asserson, U.S.N., and 5 Chinese.

Per *Sandakan*, from Sandakan—Mr. R. Roberts, 58 Chinese and 1 Japanese.

SHIPPING REPORTS.

Capt. C. L. Daniel, of the steamship *Chusan*, from Bombay and Singapore, reports:—Good voyage, and very fair weather.

Capt. McCluer, of the steamship *Lienshing*, from Chefoo, reports:—Moderate to light N.E. winds and fine weather throughout the voyage.

Captain Livingstone, of the steamship *Itola*, from Calcutta, reports:—Moderate and fine with rain, and moderate variable winds from Singapore.

Capt. W. L. Jones, of the steamship *Ichang*, from Wuhu and Chinkiang, reports:—Moderate N.W. winds to Turnabout, thence to port fresh N.E. with misty weather and moderate sea.

STEAMERS EXPECTED.

Names.	From	Due.
Peru	Shanghai	June 9th
C. Ferd. Laeisz	Singapore	June 10th
Kiautschou	Singapore	June 11th
Lightning	Singapore	June 11th
Kagoshima Maru	Singapore	June 14th
Empress of India	Vancouver	June 17th
Coptic	San Francisco	June 18th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns, and in so doing respectfully urge the managers of shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis with the latest available information every day.

PROJECTED SAILINGS.

Ship.	Destination.	Date.
Airlie	Sydney, &c.	June 27th
America Maru	San Francisco, &c.	July 4th
Anping Maru	Foochow	June 19th
Arara	New York	Aug. 1st
Bayern	Straits, &c.	July 25th
Belgian King	San Diego, &c.	June 20th
Braemar	Victoria, B.C.	June 7th
Changsha	Port Darwin, &c.	June 10th
Chelydra	Singapore, &c.	June 8th
China	San Francisco, &c.	Aug. 6th
Chusan	Shanghai	June 7th
City of Peking	San Francisco, &c.	July 13th
Coptic	San Francisco, &c.	June 27th
Coromandel	Europe, &c.	June 8th
Daijin Maru	Tamsui	June 9th
Dardanus	London	June 11th
Doric	San Francisco, &c.	Aug. 15th
Duke of Fife	Victoria, B.C.	June 28th
Emp. China	Vancouver, &c.	Aug. 7th
Emp. India	"	June 26th
Emp. Japan	"	July 17th
Gaelic	San Francisco, &c.	July 23rd
Glenartney	New York	June 20th
Glengarry	London	June 28th
Haitan	Swatow	June 7th
Hamburg	Straits, &c.	June 13th
Heathburn	New York	July 17th
Hillglen	New York	June 14th
Hitachi Maru	Marseilles, &c.	June 28th
Hongkong Maru	San Francisco, &c.	July 30th
India	Singapore, &c.	June 15th
Indrani	New York	June 25th
Indravelli	Portland, &c.	June 18th
Japan	London	June 29th
Kaga Maru	Victoria, B.C.	June 10th
Kagoshima Maru	Moji. &c.	June 18th
Kiautschou	Straits, &c.	July 11th
König Albert	Straits, &c.	Aug. 22nd
Lowther Castle	New York	June 30th
Machaon	London	June 25th
Maidzuru Maru	Swatow, &c.	June 12th
Miike Maru	Bombay, &c.	June 21st
Nippon Maru	San Francisco, &c.	June 11th
Nürnberg	Havre, &c.	June 25th
Olympia	Victoria, B.C.	July 16th
Perla	Manila	June 7th
Preussen	Straits, &c.	Oct. 2nd
Prinz Heinrich	Straits, &c.	Sept. 19th
Prinzess Irene	Straits, &c.	Sept. 5th
Prometheus	London	July 9th
Rhipeus	Liverpool	June 10th
Rosetta Maru	Sydney, &c.	June 28th
Sachsen	Straits, &c.	June 27th
Sado Maru	Kobe & Yokohama	June 21st
Sambia	Havre, &c.	July 25th
Shanghai	Shanghai, &c.	June 18th
Shinano Maru	Marseilles, &c.	June 14th
Socotra	Marseilles, &c.	June 15th
Stuttgart	Straits, &c.	Aug. 8th
Tosa Maru	Yokohama	June 7th
Wittenberg	Havre, &c.	June 12th
Yawata Maru	Japan	June 21st
Yuensang	Manila	June 8th

SWATOW WEEKLY SHIPPING REPORT.

(June 1st, 1901.)

ARRIVALS.

Date.		Vessels.	Where from.	Agents.
May	26	Hoihow	Chinkiang	B. & S.
"	26	Cheangchow	Amoy	L. Y. & Co.
"	26	Keongwai	Bangkok	B. & S.
"	26	Maccaonia	C'foo & Newchwang.	J. M. & Co.
"	26	Toonan	Shanghai	C. M. & Co.
"	26	Haimun	Amoy	J. M. & Co.
"	27	Amige	Hongkong	"
"	27	Phra C. C. Kiao	"	B. & S.
"	27	Daijin Maru		B. & Co.
"	27	Choysang	Shanghai	J. M. & Co.
"	28	Haitan	Hongkong	"
"	28	Hongwan	Amoy	L. Y. & Co.
"	29	Tailee	Hongkong	L. & H.
"	29	Hunan	Chefoo & Amoy	B. & S.
"	29	Eldorado	C'foo & Newchwang.	J. M. & Co.
"	29	Thales	Hongkong	"
"	30	Hailoong	Amoy	"
"	30	Feiching	Wuhu	C. M. & Co.
"	30	Foochow	Shanghai	B. & S.
"	30	Dagfrea	Saigon	L. & H.
"	30	Tientsin	C'foo & Newchwang.	B. & S.
"	30	Maidzuru Maru	Hongkong	B. & Co.
"	30	Telemachus	"	J. M. & Co.
"	31	Anping Maru	Amoy	B. & Co.
"	31	Daijin Maru	"	"
"	31	Canton	C'foo & Newchwang.	J. M. & Co.
"	31	Haimun	Hongkong	"
June	1	Szechuen	Chefoo & Shanghai	B. & S.
"	1	Kingsing	Wuhu	J. M. & Co.

DEPARTURES.

Date.		Vessels.	Destination.	Agents.
May	26	Sishan	Saigon	B. & Co.
"	26	Keongwai	Hongkong	B. & S.
"	26	Chefoo	Shanghai	"
"	26	Ningpo	"	
"	27	Shantung	"	J. M. & Co.
"	27	Haimun	Hongkong	"
"	27	Amigo	Saigon	"
"	27	Dagmar	Hankow & C'kiang.	M. & Co.
"	28	Irene	Shanghai	C. M. & Co.
"	28	Chinkiang	"	B. & S.
"	28	Cheangchow	Singapore & Penang.	L. Y. & Co.
"	28	Haitan	Amoy	J. M. & Co.
"	28	Daijin Maru	"	B. & Co.
"	29	Choysang	Hongkong & Canton	J. M. & Co.
"	29	Phra C. C. Kiao	Bangkok	B. & S.
"	29	Thales	Hongkong	J. M. & Co.
"	29	Hoihow	Shanghai	B. & S.
"	30	Toonan	"	C. M. & Co.
"	30	Hongwan	Singapore & Penang.	L. Y. & Co.
"	30	Dagfrea	Port Arthur	L. & H.
"	30	Maccaonia	Shanghai	J. M. & Co.
"	30	Hailoong	Hongkong	"
"	31	Maidzuru Maru	Amoy	B. & Co.
"	31	Daijin Maru	Hongkong	"
"	31	Anping Maru	"	"
"	31	Telemachus	Saigon	J. M. & Co.
"	31	Haimun	Amoy	"
June	1	Hunan	Shanghai	B. & S.
"	1	Tailee	Deli	L. & H.
"	1	Eldorado	Foochow & Shanghai	J. M. & Co.
"	1	Feiching	Shanghai	C. M. & Co.

SHIPPING IN PORT.

Date.		Vessels.	Where from.	Agents.
May	30	Foochow	Shanghai	B. & S.
"	30	Tientsin	C'foo & Newchwang.	"
"	31	Canton	"	J. M. & Co.
June	1	Szechuen	C'foo & Shanghai	B. & S.
"	1	Kingsing	Wuhu	J. M. & Co.

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TOSA MARU ..... S. J. G. Parsons	YOKOHAMA (DIRECT)	TO-MORROW, 7th June, at Noon.
KAGA MARU* ..... J. W. Ekstrand.....	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, KOBE, MOJI and YOKOHAMA	MONDAY, 10th June, at 4 P.M.
SHINANO MARU ..... J. E. P. Cook.....	MARSEILLES, LONDON & BARROW, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 14th June, at Daylight.
KAGOSHIMA MARU ..... K. Kori	MOJI, KOBE and YOKOHAMA...	TUESDAY, 18th June, at Noon.
SADO MARU ..... W. Thompson	KOBE and YOKOHAMA	FRIDAY, 21st June, at Daylight.
YAWATA MARU ..... A. E. Moses	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 21st June, at Noon.
MIIKE MARU ..... M. Yagi	BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, 21st June, at Noon.
HITACHI MARU ..... G. Anderson	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 28th June, at Daylight.
ROSETTA MARU ..... N. Tate	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 28th June, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 4th June, 1901. [6

TOYO KISEN KAISHA.

TO SAN FRANCISCO, *VIA* INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 11th June, at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 4th July, at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 30th July, at Noon.

THE Twin Screw Steamship

"NIPPON MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 11th June, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 18th May, 1901. [6

NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA

SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons.	Captains.	Proposed Sailings.
Braemar	3,601	W. Watt.....	June 7
Duke of Fife ...	3,821	J. S. Cox.....	June 28
Olympia	2,837	J. Trivebridge	July 16

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52.

Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 4½ days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYEA and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further Information as to Passage or Freight, apply to

DODWELL & Co., LIMITED,
General Agents.

Hongkong, 28th May, 1901. [4



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship

"COROMANDEL,"

Captain F. W. Vibert, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 8th June, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *vid* Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. A. RITCHIE,
Superintendent.

Hongkong, 28th May, 1901 [6

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"HILLGLEN"*	14th June.
"LOWTHER CASTLE"	30th June.
"HEATHBURN"	about 17th July.
"HUDSON"	
"JUPITER"	
"SATSUMA"	

* Calling at MANILA.

For Freight and further Information, apply to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 25th May, 1901. [445

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

Via

The Overland Railways, and Atlantic and other Connecting Steamers.

Via Inland Sea of Japan and Honolulu.

PROPOSED SAILINGS FROM HONGKONG.

"PERU"	TUESDAY, 18th June, at Noon.
"COPTIC"	THURSDAY, 27th June, at Noon.
"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"GAELIC"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 6th August, at Noon.
"DORIC"	THURSDAY, 15th August, at Noon.

THE P.M. Company's Steamship "PERU," will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 18th instant, at Noon, taking Freight for Japan, the United States, and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS.—Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months will be allowed a reduction of ten per cent from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Franscisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at $100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

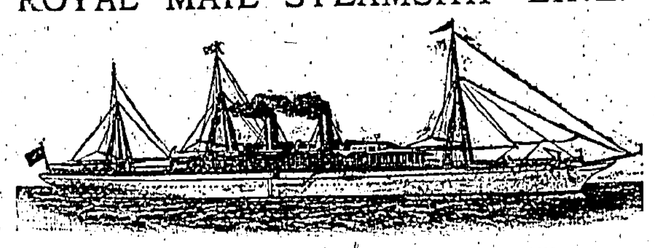
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than $100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 1st June, 1901. [1

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

1901  1901

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA	Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 26th June.
EMPRESS OF JAPAN	Comdr. H. Pybus, R.N.R.	WEDNESDAY, 17th July.
EMPRESS OF CHINA	Comdr. R. Archibald, R.N.R.	WEDNESDAY, 7th August.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 5th June, 1901. [3

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
WITTENBERG ... Hempel	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and COLOMBO).	12th June. Freight.
NUERNBERG..... Mayer	HAVRE and HAMBURG. (Calling at SINGAPORE).	25th June. Freight.
SAMBIA..... Schmidt	HAVRE and HAMBURG. (Calling at SINGAPORE).	25th July. Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 1st June, 1901. [431c

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
MANILA	"CHANGSHA"* ...	10th June.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY, LAUNCESTON and MELBOURNE	"CHANGSHA"* ...	10th June.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 1st June, 1901. [51c

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL.....	"GLAUCUS"	11th June.
"	"ALCINOUS"	14th June.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL
LONDON.....	"DARDANUS"	11th June.
"	"MACHAON"	25th June.
"	"PROMETHEUS"	9th July.
LIVERPOOL (DIRECT)..... (Taking Cargo at LONDON RATES).	"RHIPEUS"	10th June.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

Hongkong, 4th June, 1901. [12

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"PERLA,"

Captain Geo. Blaxland, will be despatched as above TO-MORROW, the 7th instant, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 3rd June, 1901. [587c

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"DAIJIN MARU,"

Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 9th instant.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 3rd June, 1901. [226c

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY.

THE Company's Steamship

"MAIDZURU MARU,"

Captain K. Suzuki, will be despatched for the above Ports, on WEDNESDAY, the 12th June.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 31st May, 1901. [226c

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO,

VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, The UNITED STATES, &c.

Belgian King..	3,379	about	June 20

THE Steamship

"BELGIAN KING,"

will be despatched for SAN DIEGO and SAN FRANCISCO, VIA MOJI, KOBE, YOKOHAMA and HONOLULU, on or about the 20th June.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further Information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, China and Japan.

Hongkong, 29th May, 1901. [184c

"GLEN" LINE OF STEAMERS.

FOR NEW YORK.

THE Company's Steamship

"GLENARTNEY,"

Captain Warner, will be despatched for the above Port, on or about the 26th June, 1901.

For Freight or Passage, apply to

McGREGOR BROS. & GOW,
Agents.

Hongkong, 18th May, 1901. [540c

"GLEN" LINE OF STEAMERS.

FOR LONDON.

THE Company's Steamship

"GLENGARRY,"

Captain J. S. Stevenson, will be despatched as above on FRIDAY, the 28th June.

For Freight or Passage, apply to

McGREGOR BROS. & GOW,
Agents.

Hongkong, 29th May, 1901. [579c

SHEWAN, TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARARA,"

Captain , will be despatched for the above Port, on or about the 1st August.

For Freight, apply to

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 15th May, 1901. [527c

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAITAN,"

Captain Roach, will be despatched for the above Port, TO-MORROW, the 7th instant, at 10 A.M.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 6th June, 1901. [599c

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG,"

Captain Rolfe, will be despatched as above on SATURDAY, the 8th instant, at Noon.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 4th June, 1901. [591c

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"CHELYDRA,"

Captain Cox, will be despatched as above on SATURDAY, the 8th instant, at 3 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 4th June, 1901. [592c

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, FIUME AND TRIESTE.

(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, MADRAS, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"INDIA,"

Captain Ghezzo, will be despatched as above on SATURDAY, the 15th instant, P.M.

For Information as to Freight, apply to

SANDER, WIELER & Co.,
Agents.

Hongkong, 4th June, 1901. [528c

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"INDRANI,"

Captain , will be despatched as above on or about the 25th June.

For Freight, apply to

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 16th May, 1901. [529c

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE,"

Captain St. John George, will be despatched as above on THURSDAY, the 27th instant, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and *vice versâ*.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 4th June, 1901. [594c

JUST OPENED.

A FINE Consigment of FRENCH PRESERVES of a well known make. Quality will speak for itself.

H. RUTTONJEE,
5, D'Aguilar Street, and
22 & 23, Elgin Road, Kowloon.

Hongkong, 16th April, 1901. [34

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY,

Operating the New First-class Steamships "INDRAVELLI," "INDRAPURA," "KNIGHT COMPANION," between HONGKONG and PORTLAND (OR.,)

Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship

"INDRAVELLI,"

will be despatched for PORTLAND (OR.,) on TUESDAY, the 18th instant.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points.

For through Rates of Freight and further Information communicate with, or apply to

ALLAN CAMERON,
General Agent,
or to
SHEWAN, TOMES & CO.

Hongkong, 5th June, 1901. [539c

GOOD ENOUGH FOR BRITISH BUT NOT FOR BOERS!

Mr. Vaughan Nash writes a letter to the *Daily News* to prove that Mr. Brodrick, in sending Boer prisoners to Ahmednagar, is sending them to certain death from cholera, enteric, bubonic plague, or any other epidemic that may happen to be handy. As a matter of fact Ahmednagar is a healthier place than Calcutta, Bombay, Madras, or Allahabad, all of them great European military and residential centres and the seats of the High Courts of Justice. It is, however, nothing to Mr. Vaughan Nash that statistics abundantly prove the healthiness of the station for troops in cantonments. "Because a British regiment escaped unscathed from a position of peril, that is hardly a reason for tempting Providence in the case of the Boers." We should have thought it was a most excellent reason, says the *P. M. G.*, only that there was not any particular peril before, and there isn't now, so that Providence will not be specially tempted. Besides—we have said it before, and we say it again—what is good enough for the British soldier is good enough for the Boer; and if the one can live in decent health at Ahmednagar there, likewise can the other. To say he cannot is sheer bosh.

THE PENNY STEAMERS.

The naval review held on the Thames recently had much archæological romance about it, says a home paper. The dear old steamboats reappeared with a fresh coat of paint and bedecked with flags, like a juvenile grandmother going to a fancy ball as a milkmaid. But it would be unfair to treat the attempts of the Thames Steamboat Company to chaff, and nothing more. Three, at least, of their thirty-six boats are really modern and comfortable. The service is to be quickened and fares reduced. You will be able to travel all the way from London Bridge to Battersea for twopence, and for a penny on the intermediate stages. Mr. Arnold Hills argued that the river will never be used to any great extent, except for purposes of pleasure. We agree with him, so far as the stretches above Blackfriars are concerned. No conceivable moving of landing-stages can make them useful for the working-class population in the mass. The Thames Steamboat Company is, at any rate, an alternative to the phantom fleet of the L.C.C., a vision, as Mr. Hills remarked, worthy of Jules Verne. We feel convinced that even Mr. John Burns would not have the heart to scuttle it.

A CHANCE FOR BRITISH ENGINEERS.

The following letter to the *P. M. G.*, will perhaps stimulate someone to invent a satisfactory naval boiler:—

To the Editor of the *Pall Mall Gazette*.

SIR,—With reference to your articles *re* Belleville boilers, which have appeared from time to time, and have borne fruit in the tardy and half-hearted condemnation of that monstrosity, the intelligence seems hardly credible that the naval authorities are now sending a deputation to Germany, hat in hand, to beg for particulars of the Dürr boiler. Surely British skill and ingenuity have not sunk to such a low ebb as to necessitate our wandering round the nations as suppliants for boiler designs. Whatever its merits, one feeble spark of patriotism ought to show our authorities that no foreign boiler ought to be used in our Navy except as a temporary extreme urgency. Where are all our engineers? Are they all asleep? Talk of American competition, the whole secret lies in British *laisser-faire*, waiting for some one else to make the first move.

Without wishing in the least to underrate the many difficulties of the problem, they are far from insuperable, if only they are squarely faced with the determination to produce a good boiler within six months, British design, material, and manufacture. I would suggest the appointment of a gentleman, in no way connected with the Admiralty, fully conversant with the requirements of a modern naval boiler, with a small working staff and an honorary advisory committee of leading engineers who are not hopelessly committed to some existing type of boiler. The working capital to be raised by subscriptions either on patriotic grounds, pure philosophic research, or as a commercial adventure. I would surmise that many of our Admirals, for instance, who would think little of risking £1,000 on a horse-race, would gladly advance double that sum to reduce the very probable result to which they are at present tending—namely, that in the supreme moment of battle they will find their ships to be practically derelicts, and themselves stranded helpless, like flies on a mass of floating blubber. Put on its lowest ground, it would still be a good speculation, for, failing to convince the Admiralty that British brains and engineering are competent to supply a boiler fit for their use, the experiment and experience gained would turn out a superior commercial boiler that would sell readily for all purposes.—I remain, Sir, your truly,

May 2. BRITISH ENGINEER.

Perhaps the Institute here will take up the subject. There should be a good many authorities on ship's boilers amongst the members.

"JACK THE RIPPER" SAID TO BE CAUGHT.

LUDWIGHAVEN, BADEN, April 29th.

The notorious "Jack the Ripper," who has assaulted and mutilated eighteen women, has been caught here red-handed by two detectives attired as women.

The ill-sounding but very appropriate sobriquet of "Jack the Ripper" was bestowed upon the unknown perpetrator of a series of eighteen or more revolting murders in the Whitchapel district of London during the latter part of the eighties. His victims were always selected from among the lower class of women with whom that part of London swarmed. They were one and all mutilated in such a similar and peculiar manner as to indicate that one hand, and that one well skilled in anatomy, did each piece of the horrible work.

The last of the "ripper" series of murders in London was committed about the 9th of September, 1889, but murders accompanied by similar mutilations were committed the next few years following in other places in England, on the Continent and in New York, pointing to the fact that the London murderer was still at his horrible work or that someone was imitating him. For many months the whole police force of London, with those of other parts of the world aiding as they could, was on the search for the murderer. As body after body was found, the city went wild and the women of the class to which the victims belonged became panic stricken and for the most part fled to the provinces. A hundred arrests were made of suspected persons and a thousand clues followed to a fruitless end. The murders went into the long list of unsolved mysteries that form part of London's records of crime, with but little hope of ever being cleared up.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Auger, Bishop Van
Armistead, Miss A. J.
Anderson, R. A. J.
Awjmin, Miss
Ahern, J.
Agathe, G.
Allan, Mrs. W. J.
Andrew, Miss
Anderson, Mrs.
Bryan, M. R.
Bird, W. B. M.
Bastchersky, M. de
Barton, A. L. L.
Buissinné, W. T.
Benhan
Burroughs, Miss
Byror, A. C.
Boyd, Mrs. J.
Bowrou, J. E.
Bodemeyer, H. H.
Blass, A.
Burden, A.
Chapman, W. Mrs.
Carlidge, J.
Cowte, E. H.
Callesen, Capt. V.
Cowie, Mrs.
Cahill, G.
Cooke, L. F.
Graig, J.
Chaves, L. L.
Carrington, J. C.
Cuncin, Mrs.
Colwell, G. J.
Clitherow, E. C.
Croulie, Mrs.
Costa, M. J.
Carlsson, A.
Cruz, D. R.
Cary, H. F.
Dannenberg, Miss E.
Darlington, H.
Dautkewich, P.
Dunbar, T. E.
Deas, W. P.
Davis, A.
Dean, F.
Dabson, W. H.
Donnels,
Drake, Mrs. F. G.
Etzel, L. L.
Elkins, S. B.
Edmunds, H. W. S.
Evans, D. A.
Evans, W. A.
Evans, Mrs.
Egenas, Capt.
Emery, P. E. E.
Frieburg, S. S.
Fobris, G.
Freeman, Miss V. W.
French, Mrs.
Fui, J. P.
Foot, Capt. F.
Fagen
Flint, O. M.
Frost, E. P.
Forest, Miss A.
Goelz, F.
Georgeson, J.
Grant, J. K.
Grunstein, B.
Gomes, J.
Greenwood, T.
Greeh, Mrs. G.
Garratt, S.
Grimes, J. B.
Gordon, J. A.
Grant, A.
Gloreta, A. P.
Griffin, C.
Goodwin, H.
Hardy, R. J.
Hachez, H.
Hoag, P. V.
Hooley, P. F. G.
Havermeyer, F. C.
Huby, C.
Harrison, Mrs. P.
Hamilton, Mrs. H.
Hallard, F. J.
Heacock, A.
Hay, Rev. N. E.
Hark, G.
Hall, B.
Hendersen, W. L.
Heaney, Mrs.
Hawler, W. L.
Hakata, C.
Harding, H. G.
Hastie, J.
Harper, K. H.
Harwood, T.
Hughes, E.
Hughes, Mrs.
Hing, C.
Humeats, T. C. W.
Hertel, H. B
Johnson, J.
Jeffries, Rev. M.
Joasiano, S.
Jor, A. (Sailor)
Jenkins, C. M.
Jannot
Jama, Mrs.
Jansson, Andreas
Johnson, R.
Jesus, J. M. de
Jonas, C.
Kirkpatrick, M. C.
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Karmantz, S.
Kirk, R.
Kelton, W.
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Kukman, G. W.
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Kobruson, C. J.
King, G. G.
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Liesn, Miss
Loher, A.
Larkin, A.
Leon, C.
Lowell, C. S.
Minchin, D. J.
Menasché, L.
Moore, J. W.
Marcus, T. R.
McGregor, A.
Mills, W.
Maxwell, Lieut. D. H.
Myer, J. D.
Mattseen, J. F.
Mui, Miss A.
Mein, W.
Massen, S. H. B.
MacCallen, D.
McRobie, F.
Maihlousky, P. von
McMilae
Medical Officer
Mackay, Miss
Moffatt, Dr. A. T.
Monteiro, T.
Mullins, J. L.
Nicol, J. A.
Neilson, E.
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O'Connor, Mrs. J. M.
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Paulsen, T.
Pillony, J. R.
Patterson, J. H.
Paisis, G.
Pintkowsky
Paul, V.
Parkinson, Dr. T. W.
Pereira, Miss S.
Plummer, H. B.
Perrault, E.
Prince, Miss
Perkey, Mrs. S.
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Page, Miss M.
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Roose, A.
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Reuterford, Mrs. H. H.
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Solomon, Major L. L.
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Stewart, Messrs. J. & G.
Sicon, E.
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Steel,
Shrewsbury, R. W.
Stephens, G.
Stanley, N. L.
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Sing, A. H.
Santos
Simpson, A. J.
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Shane, Capt.
Shang, Li Pui.
Shideler, A. M.
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Spiller, M.
Smith, C.
Sanyer, N. M.
Tomyikkin
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Takenowchi, Miss H.
Tischer, J.
Tsan, Mrs.
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Ting, Mrs.
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Underwood, J.
Venturini, A.
Vanderpvel, Mrs. M.
White, S.
Westrop, Miss
Wilkins, Mrs.
Welch, J.
Will, W. N.
Winekler, A.
Wheeler, I.
Woods & Co.
Wren, P. W. E.
Watts, Mrs.
Ward, E.
Wallace, F.
Wheate, W. E.
Westcote, Mrs. H.
Walker, J. D.
Williamson, J.
Wenburg, H. O.
Williams, D.
Waller, J.
Young, W. R.
Young, H.
Yerex, J. A.
Young, Ed.
Zinn, G. A.

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Abda Khan, I.P.C. 798
Blank, Miss A., Arrandale, Southport (1) Returned.
Buta Singh
Bova and Co., Supt. Brewery.
Burkeh Alli Khan, I.P.C. 856
Brimble, Capt. A.
Bortolo, B.
Bobal Singh
Beveral, Bonifacio
Chunda Singh, I.P.C. 585
Clarke, J.
Chao, H. Y.
Crane, E. H.
Clydesdale, Miss
Collins, H. M.
Cruz, M. B.
Delhi, N. M. Khan
Dean Singh, I.P.C. 547
Duff, A.
Delbanco, E.
Edwards, L. (2)
Fox, F. (2)
Fatmalee (Bombay)
Fellcie, Blaz
Fosujsane, A.
Ferreira, F. X. P.
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Johnson, C. E.
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Koch, Carl
Kader Hadjie Mohamed Abdul
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Kemper, A. C.
Karan Ilahi
Kahim Bakash
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Ludah Singh
Montero, F. M.
Massey-Lee, J. H.
McKay, Charles
Morris, Capt. R., R.A.
Mondha Singh
Mohamed
Mayson, William
MacVeagh, E.
Marle, Hugo
McNab, J.
Mirza Sadig
Mirza Sadig
Mitchell, R.
Nogusira, F.
Nogueira, M.
Nawab Khan, I.P.C. 637
N. C. III.
Nelson, A.
Ota (Manila), to Omuh, 5, Praya East, Wanchai, Hongkong.
Ohaten, Madame
O'Donnell, P.
Prizis, E.
Pederson, C.
Preston, B.
Passantino, Z. (2)
Ram Dhor Singh
Ryan, A.
Ramlall
Roberts, J. (2)
Rosselet
Sultan Mahomed
Shores, D. M.
Smith, Harry
Schlichting, Mrs. (1pcl.)
Shi Pui Ting. (Cosmopolitan Dock).
Staden, J. T.
Sammel & Co.
Schuh,
Tchervinsky
Tilley, Capt. (2)
Talbot, B. W.
Ultam Singh
Uttu Singh, I.P.C. 774
Veasery, Mrs. L.
Vemura, G., Hongkong, to Kawamoto, (Manila)
Van-Ness, Miss E. C. (2)
Vozeer Singh
West, Mrs. M.
Wazir Singh
Waryam Singh
Zuuiga, T. M.

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S.S. *Assov*.....G. Nazinovich.
" *Atlas*.....M. Richinson.
" *Belgian King*...Abernethey.
" *Changsha*.....Capt. Tom. Mobre.
" *China*.....Mr. Cooper.
" *Chingtu*.....F. G. Baites.
" *Deucalion*.....M. J. Garbutt.
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" *Emma Luyken*...Capt. Wallis.
" *Hailan*.....R. Olsen.
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" *Metto*.....J. P. Walker.
U.S.S. *Monadnock*...Dr. O. D. Norton.
S.S. *Monmouthshire*..Capt. J. Kennedy.
" *Monmouthshire*..W. Cropley.
" *Onam*.....I. McDougall.
" *President*.....R. B. Munro.
" *Radley*.....John Mann.
U.S.H.S *Relief*.....Chas. McFeely.
" *Relief*.....J. H. McNeil.
" *Relief*.....J. H. Miller.
" *Relief*.....P. Schneider.
S.S. *Saint Jerome*...Capt. A. Jones.
" *Shantung*.....Miles.
Barque *Sussex*.....R. Macdonald.
" *Tsingtau*.....D. Wessels. (2)
" *Ula*.....R. O. Llosd. (2)

List of unclaimed Telegrams lying in the Joint Telegraph Companies Offices at Hongkong.

Beekerhein.
Bruff Comedy.
Butler Duncan Pigtail.
Cheehosiang.
Chingtai.
Cheong Seng Loong.
Dellagruz.
Duncan Chesney.
Farwell Writer.
Honjoo.
Hung Wo.
Kamcheong.
Kongyuchong.
Kwongsingloong.
Laihopyuen.
Lapraik.
Lichuenshang.
Matthew, Joseph, Torpedo Depot.
Njiewoo Chiong.
Powlee.
Quanonsung.
Sham.
Siongshoochan.
Stack.
Steamer *Wineland*.
Sunsanyuen.
Thl.
Tolcham.
Turgens.
Tychongsoon.
Watanabe. Messagerie.
Yeebn.
Yuenmow.
5233, 3266, 3964, 2875, 1311, 2950 (Wingon Tai, West Point.)
5940, (Kwong Yu Yun Two.
0651, 3031, (Nam Wan).
0208, (Swee Keechan).
5502, 7127 (Manloong).
2688, 5288 (Wing Kee.)
6436.

Intimations.

F. BLACKHEAD & CO.,
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EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
AT
REASONABLE PRICES.
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SUCH AS
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NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour:—

SEA WITCH, American ship, Howes,—Master.
ADOLPH OBRIG, American ship, Amesbury,—Standard Oil Co.

Intimations.

SINGING, PIANO, MANDOLINE, AND GUITAR.

SIGNOR CATTANEO, having returned to the Colony, has resumed Tuition.
TERMS .....$10 per Month.
(TWO LESSONS PER WEEK).
Application may be made by intending pupils through the ROBINSON PIANO CO.
Hongkong, 29th April, 1901. [444c

THE NEED OF MUNICIPAL FREEDOM IN HONGKONG.
BY
"SCRUTATOR."

With Leading Articles and Correspondence thereon Reprinted from the "HONGKONG DAILY PRESS" and "CHINA MAIL."

Price 20 Cents per Copy or Six Copies for $1.

On Sale at LOCAL NEWS AGENTS and H. RUTTONJI'S KOWLOON STORE.
Hongkong, 3rd June, 1901. [590c

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WATCH MANUFACTURERS,
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SPECIALITIES:
LEVER WATCH & CHRONOGRAPHS.
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REPAIRS of WATCHES and CLOCKS by competent European experts at Moderate Rate.

NO. 10, QUEEN'S ROAD CENTRAL.
Hongkong, 15th May, 1901. [526c

NEW GOODS.

PLENTY IN HAND.
JAPANESE CURIOS.
D. NOMA,
No. 12,
Beaconsfield Arcade,
Opposite the City Hall.
Hongkong, 30th April, 1900. [41

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

SANITARY SOAP. JEYES FLUID THE BEST DISINFECTANT. DISINFECTANT SOAP.

AVOID ALL RISK OF OUTBREAK BY ITS USE.
W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 9th March, 1897. [32

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH and CLOCK MAKERS, JEWELLERS, SILVER SMITH'S, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition: and for Voigtländer and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.
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IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.
GROUPS AND VIEWS a speciality.
Hongkong, 22nd September, 1898. [40

DENTISTRY.

AMERICAN SYSTEM, WONG HO-MI, SURG. DENTIST.
TERMS MODERATE. CONSULTATION FREE.
50, QUEEN'S ROAD CENTRAL.
Hongkong, 2nd January, 1901. [8c

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SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 4, Queen's Road Central.
Hongkong, 3rd January, 1901. [16c

SIEN TING,
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No. 14, D'AGUILAR STREET.
TERMS VERY MODERATE.
Consultation free.
Hongkong, 27th September, 1898. [39

Intimations.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

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OPEN DAY AND NIGHT.

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EXCHANGE LINES, $80 Per Annum.
PRIVATE LINES, $100 Per Annum.

NO CHARGE FOR INSTALLATION.

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ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK, INCLUDING:—
BATTERIES,
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Estimates given for all kinds of Electrical work.

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NOTE ADDRESS:—2, ICE HOUSE ROAD.

For full Particulars, &c., &c.,
Apply to
W. STUART HARRISON,
Manager.
Hongkong, 13th December, 1900. [20

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

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Sole Agents for CLEMENT'S WHEELS.
Sole Agents for "OMEGA" WATCHES.
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Watson's Building.
24]

NOTICE OF REMOVAL.

I BEG to inform my Patrons and Public Generally that I have REMOVED my Stores from No. 13 to No. 5, D'AGUILAR STREET.

H. RUTTONJEE,
5, D'Aguilar Street.
Hongkong, 27th April, 1900. [34



UNTOUCHED BY HAND.
MELLIN'S FOOD
For INFANTS and INVALIDS.
When prepared is similar to Breast Milk.
MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

Consignees.

TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES of CARGO per Steamship "NIPPON MARU" are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns at Wanchai and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.
Goods remaining unclaimed after the 6th June, will be subject to rent.
No Fire Insurance has been effected.
GEORGE ECKLEY,
Acting Agent.
Hongkong, 31st May, 1901. [7

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship "JAVA," FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.
Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M., TO-DAY.
Goods not cleared by the 9th instant, at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.
H. A. RITCHIE,
Superintendent.
Hongkong, 3rd June, 1901. [5

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL.
THE Company's Steamship "CHINGWO," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.
Goods not cleared by the 10th instant, at 10 A.M., will be subject to rent.
No Fire Insurance will be effected.
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.
Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M., TO-DAY.
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 3rd June, 1901. [588c

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.
THE Company's Steamship "CHELYDRA," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge or remaining on board after Noon, the 6th instant, will be landed at Consignees' risk and expense into Godowns at East Point.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 4th June, 1901. [593c

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.
THE Company's Steamship "KANAGAWA MARU," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.
Optional goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY.
Goods not cleared by the 11th instant, will be subject to rent.
No Fire Insurance will be effected.
All ship-damaged packages must be left in the Godowns and Notice of same sent to this Office before the 14th instant, or claims in connection therewith will not be recognised.
NIPPON YUSEN KAISHA.
Hongkong, 4th June, 1901. [595c

CANTON LAND CO., LIMITED.

NOTICE is hereby given that the following:—

Nos.	Shs.	Numbered.	In the Name of
6	10	51- 60	ANTHONY BABINGTON, Esq.
7	10	61- 70	"
8	10	71- 80	"
9	10	81- 90	"
14	10	131-160	CREASY EWENS, Esq.
15	10	161-170	"
18	9	182-190	FUNG SHIU SAN, Esq.
19	10	191-200	"
20	10	201-210	"
25	10	246-255	A. C. G. GORDON, Esq.
33	10	311-320	ELEAZER SILAS KELLY, Esq.
34	10	321-330	"
35	10	331-340	"
36	10	341-350	"
37	10	351-360	"

with transfer deeds attached having been LOST. New Certificates for the same will be issued One Month from the date hereof and the Original Certificates will be considered by the Company as Null and Void, and all persons are hereby warned against accepting or negociating same.
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 7th May, 1901. [5010

The Share Market.

LATEST QUOTATIONS.

(*June 6th*).

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	$125	382 % premium [sales
The Bank of China & Japan, Limited... (Preference)	£ 5	Nominal
The Bank of China & Japan, Limited... (Ordinary)	£ 4	£1
The Bank of China & Japan, Limited... (Deferred)	£ 1	£5.5 buyers
National Bank of China, Ld.	£ 8	$27 buyers
Do. Founders	£ 1	$15 sellers
Marine Insurances.		
Union Ins. Society of Canton, Ld.	$ 50	$340 buyers
China Traders' Ins. Co., Ld.	$ 25	$60 buyers
North China Ins. Co., Ld.	£25	Tls. 180 buyers
Yangtsze Ins. Assoc. Ld.	$ 60	$120 sales
Canton Ins. Office, Ld.	$ 50	$180 sellers
Straits Ins. Co., Ld.	$ 20	$1
Fire Insurances.		
Hongkong Fire Ins. Co., Ld.	$ 50	$355 sellers
China Fire Ins. Co., Ld.	$ 20	$87 sellers
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited	$ 15	$34½ buyers
Indo-China Steam Navigation Co., Ld.	£ 10	$136
China & Manila S.S. Co., Ld.	$ 50	$62
	$ 40	$52
Douglas Steamship Co., Ld.	$ 50	$53 sales
China Mutual S. N. Co., Ld.—(Pref.)	£ 10	£12 buyers
China Mutual S. N. Co., Ld.—(O'ary)	£ 10	£12 buyers
China Mutual S. N. Co., Ld.—(O'ary)	£ 5	£7 buyers
Star Ferry Co., Ld.	$ 10	$22 sales
	$ 2½	$8½ sales
"Shell" Transport & Trading Co., Ld.	£ 1	£3 sellers
Refineries.		
China Sugar Refining Co., Ld.	$100	$135
Luzon Sugar Refining Co., Ld.	$100	$38 sellers
Mining.		
Punjom Mining Co., Ld.	$ 9	$7½ sellers
Punjom Mining Preference Shares	$ 1	$1.40
Société Française des Charbonnages du Tonkin	Fcs. 250	$320 buyers
Queen Mines, Ld.	25 cts.	5 cents sales
Jelebu Mining and Trading Co., Ld.	$ 5	$5.25 sellers
Raub Australian Gold Mining Co., Ld.	18s. 10d.	$20 sellers
Olivers Freehold Mines, Ld. A	$ 5	$1½ sellers
Olivers Freehold Mines, Ld. B	$ 5	$1½ sellers
Docks, Wharves and Godowns.		
Hongkong & Whampoa Dock Co., Ld.	$ 50	$327½ sales
Hongkong and Kowloon Wharf & Godown Co., Ld.	$ 50	$105 sellers
Wanchai Warehouse & Storage Co., Ld.	$ 37½	$64
New Amoy Dock Co., Ld.	$ 6¼	$22½ buyers
Lands, Hotels and Buildings.		
China Provident Loan & Mortgage Co., Ld.	10	$9¾ sales
Hongkong Land Investment & Agency Co., Ld.	$100	$200 sellers
Kowloon Land and Building Co., Ld.	$ 30	$29 sales
West Point Building Co., Ld.	$ 50	$56 sellers
H'kong Hotel Co., Ld.	$ 50	$128 sellers
Oriente Hotel Co., Ld.	$ 50	$80 sellers
Humphrey's Estate & Finance Co., Ld.	$ 10	$14
Cotton Mills.		
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ld.	$100	$8 buyers
Ewo Cotton Spinning & W. Co., Ld.	Tls. 100	Tls. 50 buyers
International Cotton M'fg. Co., Ld.	Tls. 100	Tls. 50
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	Tls. 100	Tls. 50
Soy Chee Cotton Spinning Co., Ld.	Tls. 500	Tls. 325
Yahloong Cotton Spinning Co., Ld.	Tls. 100	Tls. 25
Cigar Companies.		
Alhambra, Limited	$500	200 % p. sales
La Comercial, Ld.	$500	100 % p.
Hensiana Limited	$100	par
La Favorita	$500	50 % p. sellers
Miscellaneous.		
Green Island Cement Co., Ld.	$ 10	$19 sales
China-Borneo Co., Ld.	$ 15	$38 sellers
A. S. Watson & Co., Limited	$ 10	$16 sellers
Watkins, Limited	$ 10	$9½ buyers
Hongkong Electric Co., Limited	$ 10	$12½ buyers
Hongkong Electric Co., Limited	$ 5	$6½ buyers
Hongkong and China Gas Co., Ld.	£ 10	$135 buyers
Hongkong Rope Manufacturing Co., Ld.	$ 50	$162½ buyers
Geo. Fenwick & Co., Ld.	$ 25	$55 sellers
H'kong Ice Co., Ld.	$ 25	$175 buyers
H'kong High-Level Tramways Co., Ld.	$100	$225 buyers
Dairy Farm Co., Ld.	$ 6	$7 buyers
Hongkong and China Bakery Co., Ld.	$ 50	$50 sales
Campbell, Moore and Co., Ld.	$ 10	$20
Bell's Asbestos Eastern Agency, Ld.	£ 1	$1.10
United Asbestos Oriental Ag'cy, Ld.	$ 4	$12 buyers
Tebrau Planting Co., Ld.	$ 5	$3 sellers
Universal Trading Co., Ld.	$ 20	$20 sales
H.K. Steam Waterboat Co., Ld.	$ 5	$7
China Light & Power Co., Ld.	$ 20	$20
Robinson Piano Co., Ld.	$ 50	$50

BENJAMIN, KELLY & POTTS,
Share Brokers.
Telegraph Address—"Rialto."
Telephone No. 148.

VISITORS AT THE HONGKONG HOTEL.

Andrews, Mr. D. A.	Innes, Capt.
Angus, Mrs.	Irving, Mr. E. N.
Arnold, Mr. H.	Johansen, Mr. and Mrs.
Auld, Mr. J. S.	Joseph, Mr. & Mrs. E. S.
Bailey, Mr. W. S.	Katsch, Mr. E. A.
Bell, Mr. and Mrs. O. M. D.	Kiene, Mr. and Mrs. F.
Benjamin, Mr. David	Kiene, Mr. A.
Beringer, Mr. F. J. G.	King, Maj. H. S., R.E.
Berg, Mr. V.	King, Mr. C. L.
Black, Mr. J.	Kirkwood, Mr. J.
Brandreth, R.N., Lt. & Mrs.	Konysuika, Mr.
Britten, Mr. P. O.	Littledale, R.E., Major R. P.
Brooks, Major & Mrs. J. C.	Long, Mr. & Mrs. D. M.
Brown, R.E., Major W. B.	Macdonald, Mr. D.
Brown, Mr. J.	Macdonald, Mr. D.
Bruce, Mr. and Mrs.	Marlow, Mr.
Burnie, Mr. C. M. G.	Morty, Mr. G. L.
Busustow, Mr.	Mudge, Mr. Geo.
Cameron, Mr. D. H.	Muhler, Mr. E.
Charlton, The Hon. Mrs.	Parfitt, Mr. W.
Clark, Dr. & Mrs. F.	Pascual, Mr. C.
Cochrane, Mr. H. C.	Pelliot, Mr.
Cole, Mr. G. E.	Price, Mr. H.
Colson, Mr. J. S.	Reich, Mr. A. H.
Davis, Mrs. W. & child	Robertson, Mr.
Davison, R.N., Comdr.	Robinson, Mr. V.
Deane, Mr. and Mrs. A. Sharp	Schouw, Mr. C.
Deaners, Mr. and Mrs.	Smithers, Mr. R. G.
Dennis, Mr. W.	Stevens, Mr. H. Goyne
Denroche, Mr. P. C.	Stewart, Mr. E. H.
Discombe, Mr. G. M.	Tassel, Mr. P. A. Van
Dorehill, R.A., Major	Taylor, Mr. D. G.
Dunstable, Mrs. D.	Taylor, Mr. and Mrs. G. W.
Dyson, Capt. P. S.	Thomas, Mr. Harry
Fernald, Mr. and Mrs.	Tibbey, Mr. H. M.
Ferrar, Mr. J.	Valentine, Mr.
Garrett, Mr. H. G.	Waite, Mr. H. E.
Gibson, Mr. Kennedy	Wakeman, Mr. G. H.
Glover, Mr. C.	Walker, Mr. C. B.
Grant, Mr. John	Walker, Mr. J. B.
Green, Capt. and Mrs. Wood	Wardle, Mr. F. R.
Hall, Capt. F.	Watts, Mr. and Mrs. Frank W.
Hannon, Mr. J. M.	Whiley, Mr. and Mrs. W. J. G.
Harold, Mr. W.	Wild, Lieut. and Mrs. Bagnall
Hess, Mr. J. L.	Williamson, Mr. and Mrs. A. A. and child
Hochappel, Mr. E. C.	Woollen, Mr. J. J.
Howard, Mr. Thos.	Wright, Mr. and Mrs.
Huke, Mr. A. N.	Yoshkikawa, Mr.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Beattie, Mr. James	Lang, Dr. K.
Benjamin, Mr. S. S.	Lee, Mr. J. E.
Bonnar, Mr. J. W. C.	Mackie, Mr. C. Gordon
Brayne, Mr. H. F. R.	Manice, Mr. and Mrs.
Brown, Colonel F.	Martin, Mr. R.
Brusse, Mr. G.	Miller, Mr. and Mrs.
Cameron, Mr. Allan	Newall, Mr. Stuart G.
Carrington, Sir John, C.M.G.	O'Gorman, Col. The
Carrington, Miss	O'Gorman, Madam
Collard, Col. A. W.	Oppenheim, Mr. J.
Crookenden, Col.	Pitt, Mr. John, R.N.
Dunn, Mr. G. H.	Pollock, Mr. H. E.
Drion, Mr. F.	Prynne, Capt., R.A.M.C.
Ezekiel, Mr. J. S.	Prynne, Mrs.
Ezekiel, Mr. R. M.	Oustinoff, Mr. M.
Forbes, Mr. Andrew	Rouse, Mr. A. B.
Fraser, Mr. and Mrs. H. W.	Rublee, Mr. W. A. (U. S. Consul of America)
Graham, Mr. D. M.	Rublee, Mrs. W. A., child and maid
Harston, Dr. and Mrs. G. M.	Shellim, Mr. Edward
Gumpert, Mr. and Mrs.	Sinclair, Mr. A.
Hays, Mr. J.	Stokes, Mr. A. G.
Hughes, Col. G. A.	Tomlin, Mr. G. L.
Irwine, Mr. E. H.	Wheeler, Mr. H. B.
Jeffreys, Mr.	Wheeler, Lt.-Col. J. L.

CRAIGIEBURN.

Anderson, Mr. Jas.	Helms, Mr. W.
Brown, Mr. and Mrs. H. Matheson	Langlands, " A.O.D., Capt. and Mrs. P.
Carlton, Mr. L. G.	Lowe, Mr. A. R.
Crouch, Mr. J. W.	Newcomb, Mr. E. C.
Grimble, Mr. & Mrs. G.	Pye, Mr. E. Burns
Hewitt, Mr. and Mrs. T. H. B.	Volpicelli, Consul

KOWLOON HOTEL.

Clensby, Mr. W. H.	MacGregor, Mr. J. W.
Cooper, Capt.	Nobbs, Prof. A. P.
Davies, Mr. W.	Spittles, Mr. J.
Dean, Mr. F.	Williams, Mr. G. F.
Earby, Mr. E. A.	

EXCHANGE.

Hongkong, 6th June.

ON LONDON, Telegraphic Transfer 1/11⅛
" Bank Bills, on demand 1/11 9/16
" Credits, 4 months' sight 2/0
" D'ments, 4 months' sight 2/0⅛
ON BERLIN, (demand) M.2.01
ON PARIS, Bank Bills, on demand 2.47
" Credits, 4 months' sight 2.51¼
ON NEW YORK, Bank Bills, on demand ...47⅞
" Credits, 30 days' sight 48¼
ON BOMBAY, Telegraphic Transfer..........147½
" On demand..............................147¾
ON SHANGHAI, Telegraphic Transfer 72⅞
" Private 30 days' sight ....nom.
ON YOKOHAMA, T.T. ....3½ % prem.
Sovereigns, Bank's Buying Rate..........$10.10
Gold Leaf 100 touch, per tael 52.20
Bar Silver 27 7/16
Dollars ....nom.

OPIUM QUOTATIONS.

Hongkong, 6th June.

New Patna ....$932½ per chest.
New Benares..........................972½ "
Old Benares..........................965 per picul.
Old Malwa ....830 "
Persian, paper tied ....810 "

VESSELS IN PORT.

Steamers.

AMARA, British steamer, 1,565, C. J. Mattock, 2nd June,—Singapore 28th May, and Bangkok 27th, Rice.—Jardine, Matheson & Co.

ATHENIAN, British steamer, 2,444, H. Mowatt, 8th April,—Vancouver via Comox, Kobe and Moji 7th March, Timber and Flour.—C. P. R. Co.

BORMIDA, Italian steamer, 1,499, Costa Domenico, 4th June,—Bombay 17th May, and Singapore 28th, General.—Carlowitz & Co.

BRAEMAR, British steamer, 2,316, Wm. Watt, 24th May,—Dalny 19th May, Ballast.—Dodwell & Co., Ld.

BURNSIDE, American steamer, 1,400, A. H. Lafflin, 14th April,—Manila 11th April, Cable.—Government.

CHANGSHA, British steamer, 1,460, T. Moore, 4th June,—Kobe 29th May, General.—Butterfield & Swire.

CHELYDRA, British steamer, 1,567, R. Cox, 3rd June,—Calcutta 15th May, Penang and Singapore 29th, General and Opium.—Jardine, Matheson & Co.

CHINGTU, British steamer, 2,260, J. E. Williams, 3rd June,—Sydney 15th May, Government Stores.—Butterfield & Swire.

ELITA NOSSACK, German steamer, 1,161, H. Bruhn, 18th May,—Chinkiang 13th May, General.—E. A. T. Co.

FRANCOIS ARAGO, French Cable steamer, 1,805, Mascart, 5th June,—from Laying Cable E. of Hongkong, Cable.—Arnhold, Karberg & Co.

HAICHING, British steamer, 1,267, T. P. Hall, 3rd June,—Taku and Wei-hai-wei 28th May.

HAITAN, British steamer, 1,183, J. S. Roach, 5th June,—Foochow via Amoy and Swatow 4th June, General.—Douglas, Lapraik & Co.

HINSANG, British steamer, 1,560, P. M. B. Lake, 3rd June,—Hongay 1st June, Coal.—Jardine, Matheson & Co.

HONGKONG, French steamer, 862, Pannier, 5th June,—Haiphong and Hoihow 4th June, General.—A. R. Marty.

KAGA MARU, Japanese steamer, 3,901, J. W. Ekstrand, 4th June,—Yokohama 29th May, General.—Nippon Yusen Kaisha.

KONG BENG, German steamer, 862, C. Sohnur, 3rd June,—Bangkok 28th May, Rice.—General.—Melchers & Co.

MACHEW, German steamer, 995, G. Wendig, 4th June,—Bangkok 29th May, Teakwood and Rice.—Melchers & Co.

MARIE JEBSEN, German steamer, 1,771, P. Hemmert, 30th May,—Saigon 25th May, Rice.—Jebsen & Co.

MEADE, American transport, 5,526, G. W. Wilson, 26th April,—Manila 23rd April.

MONGKUT, German steamer, 859, C. Kimme, 31st May,—Bangkok 25th May, Rice and Teakwood.—Melchers & Co.

MUNCHEN, German steamer, 4,691, Krebs, 28th May,—Caroline Islands 15th May, Ballast.—Melchers & Co.

NIPPON MARU, Japanese steamer, 3,437, W. W. Greene, 31st May,—San Francisco 3rd May, Honolulu 10th, Yokohama 23rd, Kobe 24th, Nagasaki 26th, and Shanghai 28th, Mails and General.—P. & O. S. N. Co.

NUEN TUNG, German steamer, 1,341, C. Schönberg, 31st May,—Sydney 2nd May, General.—Melchers & Co.

PERLA, British steamer, 1,287, G. Blaxland, 3rd June,—Manila 31st May, General.—Shewan, Tomes & Co.

PHRA CHOM KLAO, British steamer, 1,011, Morris, 2nd June,—Bangkok and Koh-si-chang 28th May, Rice.—Melchers & Co.

POMPEY, American steamer, 785, J. H. Serivener, 21st Mar.,—Manila 18th Mar., Coal.—U. S. Navy.

ST. ENOCH, British dredger, 650, R. Rawcliffe, 30th May,—Wei-hai-wei 25th May.

SARNIA, German steamer, 2,052, T. Paetaw, 30th May,—Moji 25th May, Coals.—Carlowitz & Co.

SIMONGAN, Dutch steamer, 1,818, Sandman, 17th April,—Samarang and Saigon 29th March, Sugar.—Yuen Fat Hong.

TAISHAN, British steamer, 1,121, E. Stovell, 5th June,—Saigon 31st May, General.—Bradley & Co.

TOSA MARU, Japanese steamer, 3,610, S. J. G. Parsons, 3rd June,—Shanghai 31st May, General.—Nippon Yusen Kaisha.

TSINTAU, German steamer, 1,002, J. Sanders, 3rd June,—Canton 2nd June, General.—Arnhold, Karberg & Co.

ULA, British transport, 2,496, T. A. Collins, 5th June,—Calcutta 23rd May.

UNIVERSE, Norwegian steamer, 1,635, U. V. Egineps, 27th May,—Chefoo 21st May, Flour.—Order.

WONGKOI, German steamer, 1,108, Buller, 28th May,—Yap 15th May, General.—Butterfield & Swire.

YUENSANG, British steamer, 1,128, P. H. Rolfe, R.N.R., 4th June,—Manila 1st June, General.—Jardine, Matheson & Co.

Sailing Vessels.

CELESTE BURRILL, British ship, 1,764, C. A. Trefry, 29th May,—Manila 9th May, Ballast.—Order.

DUNDEE, British ship, 1,998, Hemnring, 14th Oct.,—New York 29th June, Kerosine Oil.—Standard Oil Co.

EVIE J. RAY, American bark, Kaster, 24th May,—Singapore 27th Mar., Timber.—Sander, Wieler & Co.

FULWOOD, British ship, 1,986, Thomas, 1st Dec.,—Cardiff via Cape Town 26th Sept., Coal.—Government.

LOUISE J. KENNY, American schooner, 155, A. H. Olsen, 30th Mar.,—Ponape and Caroline Island 11th Mar., Copra.—Master.

LUZON, American 4-masted schooner, 512, Aderson, 31st Mar.,—Port Townsend 28th Dec., General.—Holliday, Wise & Co.

MADAGASCAR, British 4-masted barque, 1,997, A. H. Smith, 4th Mar.,—from New York, Oil.—Standard Oil Co.

MARECHAL DE VILLARD, French bark, 1,171, Rional, 31st May,—Cardiff 4th Jan., Coals.—E. A. Trading Co.

MERCURY, German schooner, 52, Warnes, 23rd Feb.,—Yap 9th Feb., Ballast.—Siemssen & Co.

SARDIS, American schooner, 240, B. Harner, 30th May,—Kobe 9th May, Coal.—Order.

SEA WITCH, American ship, 1,172, Howes, 21st Feb.,—Manila 18th Feb., Ballast.—Master.

SUSSEX, British bark, 1,212, Guthrie, 17th May,—Freemantle 26th Mar., Sandalwood.—Master.

VALE OF DOON, British bark, 717, Petersen, 28th May,—Rajang 29th April, Timber.—Sander, Wieler & Co.

VIMEIRA, British 4-masted bark, 2,233, D. S. Millan, 23rd Jan.,—New York 3rd Sept., Case Oil.—Order.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, June 6th, 1901.

Alacrity, despatch-vessel, 1,700 tons, 10 guns, 3,000 i.h.p., Comdr. G. G. F. M. Cradock, Shanghai.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. E. D. Hunt, Hongkong.

Arethusa, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 i.h.p., Capt. J. Startin, Woosung.

Argonaut, 1st-class cruiser, 11,000 tons, 16,500 i.h.p., 16 guns, Capt. G. H. Cherry, R.N., Shanghai.

Astræa, 2nd-class cruiser, 4,300 tons, 7,000 i.h.p., 10 guns, Capt. A. W. Paget, C.M.G., Shanghai.

Aurora, 1st-class cruiser, 5,600 tons, 8,500 i.h.p., 12 guns, Capt. E. H. Bayly, C.B., Foochow.

Barfleur, 1st-class battleship, 13,000 tons, 14 guns, 13,163 i.h.p., Captain G. J. S. Warrender, Nagasaki.

Blenheim, 1st-class cruiser, 9,000 tons, 12 guns, 21,411 i.h.p., Capt. Henderson, C.M.G., Woosung.

Bonaventure, 2nd class cruiser, 3,000 tons, 18 guns, 9,000 i.h.p., Captain G. G. Sawle, Hongkong.

Bramble, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Wuhu.

Brisk, 3rd-class cruiser, 1,770 tons, 6 guns, 4,600 i.h.p., Commander Sir Bourchier Wrey, Bart., Hankow.

Britomart, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Foochow.

Centurion, 1st-class battleship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, R.N., Shanghai.

Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Capt. Wm. C. Pakenham, Hongkong.

Dido, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 i.h.p., Capt. Tillard, Shanghai.

Endymion, 1st-class cruiser, 7,350 tons, 12,000 i.h.p., 12 guns, Capt. A. W. Paget, Hongkong.

Esk, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. F. Blunt, Chinkiang.

Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 i.h.p., in reserve.

Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Canton.

Glory, 1st-class battleship, 14,850 tons, 16 guns, 13,500 i.h.p., Captain F. S. Inglefield, Japan.

Goliath, 1st-class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. L. Wintz, Shanghai.

Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., in reserve.

Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut. and Com. G. C. Handy.

Hermione, 2nd-class cruiser, 4,560 tons, 10 guns, 9,000 i.h.p., Capt. R. S. D. Cumming, Hongkong.

Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Hongkong.

Isis, 2nd-class cruiser, 5,650 tons, 11 guns, 9,600 i.h.p., Capt. Charles Windham, Wei-hai-wei.

Janus, torpedo-boat destroyer, in reserve.

Linnet, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W. Smythe, Singapore.

Lizard, 1st-class gunboat, 715 tons, 6 guns, 870 i.h.p., Lieut.-Comdr. J. C. Watson, cruising.

Ocean, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Hon. A. G. Curzon Howe, C.B., C.M.G., A.D.C., Woosung.

Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. J. H. Burke, C.B., Shanghai.

Otter, torpedo-boat destroyer, Lieut. and Com. C. P. Mansel, Shanghai.

Phœnix, sloop, 1,015 tons, 6 guns, 1,400 i.h.p., Comdr. W. H. Nicholson, Tientsin.

Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Comdr. J. F. E. Green, S'pore.

Pique, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Shanghai.

Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. V. de M. Cowper, Shanghai.

Redpole, 1st-class gunboat, 855 tons, 6 guns, 1,200 i.h.p., Lieut.-Com. C. F. Corbett, Shanghai.

Robin river-gunboat, 2 guns, Lieut.-Comdr. G. G. Webster, West River.

Rosario, sloop, 980 tons, 6 guns, 1,400 i.h.p., Com. C. Hamilton, en route Singapore.

Sandpiper, British river-gunboat, 2 guns, Lt., Comdr. Carr, West River.

Snipe, river-gunboat, 85 tons, 2 guns, 140 i.h.p., Lieut. and Commander Oldham, Yangtsze.

Swift, 2nd-class gunboat, 756 tons, 6 guns, 870 i.h.p., Hongkong.

Taku, torpedo-boat destroyer, 250 tons, Lieut.-Comdr. C. P. Beaty-Pownall, Hongkong.

Talbot, 2nd-class cruiser, 5,600 tons, 8,000 i.h.p., Capt. F. G. Stopford, Hongkong.

Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.

Terrible, 1st-class battleship, 14,200 tons, 30 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Hongkong.

Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve Hongkong.

Waterwitch, surveying-ship, 620 tons, Lieut.-Comdr. Lyne, Manila.

Whiting, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 i.h.p., Lt.-Comdr. Mackenzie, D.S.O., Shanghai.

Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.

Woodcock, river-gunboat, 2 guns, 560 i.h.p., Lieut.-Comdr. Watson, Kiukiang.

Woodlark, river-gunboat, 2 guns, 550 i.h.p., Lieut.-Comdr. H. E. Hillman, Yangtsze.

Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Aspern, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.

Donau, Austrian cruiser, 2,340 tons, Captain Victor Bless v. Sambuchi, en route Singapore.

Holland, Dutch cruiser, 8 guns, 3,900 tons, 9,250 i.h.p., Capt. S. N. Sybrandi, Swatow.

Kaiserin Elisabeth, Austrian cruiser, 8 guns, 1,500 tons, 9,000 i.h.p., Capt. M. V. Elisenän, Shanghai.

Koningin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,600 tons, 5,900 i.h.p., Capt. J. P. Rossunn, Swatow.

Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.

Maria Theresa, Austrian cruiser, 10 guns, 5,900 tons, 9,755 i.h.p., Capt. V. Bless Ritter v. Sambuchi, Shanghai.

Piet Hein, Dutch cruiser, 5 guns, 3,600 tons, 4,736 i.h.p., Capt. Jansen, Taku.

Zaire, Portuguese gunboat, 600 tons, Captain Mello, Hongkong.

Zenta, Austrian cruiser, 2,500 tons, Captain Skala, Shanghai.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovleff, at Nagasaki.

Admiral Nakhimoff, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 i.h.p., Capt. Vserolojsky, at Tientsin.

Aleout, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elkisky, at Nagasaki.

Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Taku.

Dimitri Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Taku.

Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikff, at Taku.

Gremiastchy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Taku.

Koreyetz, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silmann, at Taku.

Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakoveff, at Nagasaki.

Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p. Capt. Yenish, at Nagasaki.

Nayezdnik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.

Otvazny, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coprianoff, at Nagasaki.

Petropavlovsk, Russian battleship, 12,000 tons, Capt. Grevais, at Nagasaki.

Polstava, Russian battleship, 10,960 tons, 11,255 i.h.p., 16 guns, Capt. Orgeroff, at Nagasaki.

Rossia, Russian armourd cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojiroff, at Nagasaki.

Rosbaynik, Russian cruiser, 1,330 tons, 1,786 h.p., 11 guns, Capt. Komaroff, at Singapore.

Rurik,† Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.

Sevastopol, Russian battleship, 10,900 tons, 13,600 i.h.p., 16 guns, Capt. Meleusky, at Nagasaki.

Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.

Sissoi Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 i.h.p, Capt. Mollas, at Taku.

Sivoutch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.

Sweaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns 2 torp tubes 780 h.p., speed 19.7 knots.

Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Port Arthur.

Vostock, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki.

Vsadnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulia, at Taku.

Zabiaka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki.

(1st and 2nd class.)

Delphin, Russian torpedo boat, 350 tons, Capt. Novakovsky, at Shanghai.

Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Jantchichi, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

Kasatka, Russian torpedo boat, 350 tons, Capt. Mouravieff, at Shanghai.

Kit, Russian torpedo boat, 350 tons, Captain Kivnarsky, at Shanghai.

Nargen, Russian torpedo boat, 85 tons 4 guns, 1,200 h.p., 22 knots.

Novorossisk, Russian torpedo boat, 87 tons, 4 guns, 2,900 h.p., 22 knots.

Podorosnik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sisik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Skat, Russian torpedo boat, 350 tons, Captain Smirnow, at Shanghai.

Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sootchèna, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

Som, Russian torpedo boat, 400, Capt. A. Giers, at Shanghai.

Sterlaid, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sunguri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA.

(SEA GOING.)

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 21 knots.

Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.

Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

† Flagship of Vice-Admiral Alexeieff.
* Flagship of Rear-Admiral F. V. Dubossoff.
† Flagship of Rear-Admiral Reounoff.

THE GERMAN SQUADRON.

Brandenburg, German battleship, 10,100 tons, 40 guns, Capt. Zur S. Rosendahl, at Hongkong.

Bussard, German cruiser, 1,600 tons, 8 guns, Comdr. von Bassewitz, at Shanghai.

* *Fürst Bismarck*, German flagship, 11,000 tons, 36 guns, Capt. Graf Lottke, at Taku.

Gefion, German cruiser, 4,109 tons, 10 guns, 9,000 h.p., Capt. Rollmann, at Amoy.

Geier, German cruiser, 1,700 tons, 8 guns, Capt. Bauer, at Amoy.

*** *Hansa*, German cruiser, 6,800 tons, 30 guns, Capt. Paschen, at Hongkong.

Hela, German despatch-vessel, 2,000 tons, 12 Capt. Rampold, at Woosung.

Hertha, German cruiser, 6,000 tons, 30 guns, Capt. von Usedom, at Shanghai.

Iltis, German gunboat, 1,000 tons, 10 guns, Lieut.-Comdr. Sthamer, at Shanghai.

Irene, German cruiser, 4,200 tons, 8 guns, 2,930 h.p., Capt. Stein, at Nagasaki.

Jaguar, German gunboat, 900 tons, 10 guns, Comdr. Kinderling, at Canton.

Kaiserin Augusta, German cruiser, 6,331 tons, 20 guns, 14,000 p.h., Capt. Gülich, at Amoy.

** *Kurfürst Friedrich Wilhelm*, German battleship, 10,100 tons, 40 guns, Capt. von Holzendorff, at Woosung.

Luchs, German gunboat, 850 tons, 10 guns, Comdr. Daehnhardt, at Hongkong.

Schwalbe, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow.

Seeadler, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy.

Tiger, German gunboat, 900 tons, 10 guns, Comdr. von Mittelstädt, at Shanghai.

Weissenburg, German battleship, 10,100 tons, 40 guns, Capt. Hofmeier, at Amoy.

Wœrth, German battleship, 10,100 tons, 40 guns, Capt. Borkenhagen, at Taku.

K. F. Wilhelm, German battleship, at Nagasaki.

No. 90, German torpedo-boat, 320 tons, Capt. Hoepfner, at Shanghai.

No. 91, German torpedo-boat, 360 tons, Capt. Lieut. Püllen, at Shanghai.

No. 92, German torpedo-boat, 320 tons, Capt. Fluinrich, at Shanghai.

* Flagship of His Excellency Vice-Admiral Bendemann.
** Flagship of Rear-Admiral Geissler.
*** Flagship, Rear-Admiral Kirchhoff.

THE FRENCH SQUADRON.

Alouette, gunboat, 200 tons, Lieut.-Comdr. Belloy, at Nagasaki.

Amiral Charner, 2nd-class cruiser, 4,750 tons, Capt. Bathine, Japan.

Bengali, 2nd class dispatch-boat, Lt.-Comdr. De La Croix de Castries, at Nagasaki.

Chasseloup Laubat, 2nd-class cruiser, 4,000 tons, 9,000 i.h.p., 18 guns, Capt. Espinay St. Luc, at Foochow.

Comete, gunboat, 600 tons, Capt. Louel, at Canton.

Decidee, gunboat, 690 tons, Capt. Marcsubette, at Taku.

* *D'Entrecasteaux*, 1st class cruiser, 8,100 tons, 26 guns, 13,500 i.h.p., Capt. de Marolles, at Taku.

Descartes, 2nd class protected cruiser, 4,000 tons, 36 guns 631 i.h.p., Captain Saulne, at Hongkong.

Eure, Dispatch-transport, Capt. Vallée, at Saigon.

Friant, gunboat, 693 tons, Capt. Adam, at Shanghai.

Guichen, 1st-class cruiser, 9,000 tons, Capt. Perem, at Shanghai.

Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 i.h.p., Capt. Aubin, at Taku.

Kersaint, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 i.h.p., Capt. de la Motte du Portail, at Saigon.

Lion, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Frost, at Taku.

Pascal, 2nd-class protected cruiser, 4,000 tons, 36 guns, 9,000 i.h.p., Capt. M. Motet, at Shanghai.

Surprise, gunboat, 700 tons, 10 guns, 860 i.h.p., Capt. Mornet, at Taku.

Takow, torpedo-boat destroyer, 280 tons, Com. Boussady, at Hongkong.

Ville D'Alger, monitor, 944 tons, Captain Bomessaur, at Hongkong.

Vipere, gunboat, 400 tons, Captain G. del Villeneuve, at Saigon.

* Flagship of Vice-Admiral Courrejolles.

THE AMERICAN SQUADRON.

Albany, U.S. cruiser, 3,500 tons, Comdr. J. E. Craig, at Manila.

Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Comdr. C. H. Arnold, at Hongkong.

Brooklyn, Flagship, U.S. cruiser, 9,215 tons, Capt. C. M. Thomas, Shanghai.

Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut.-Com. G. B. Bradshaw, at Manila.

Castine, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Shanghai.

Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p., Comdr. C. T. Forse, at Manila.

Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. D. Colby, at Manila.

Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.

Don Juan de Austria, U.S. gunboat, Capt. T. C. McLean, at Manila.

Glacier, U.S. supply-ship, Lieut.-Comdr. A. Mertz, at Manila.

Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.

Iris, U.S. distilling-ship, 1,750 tons, 1,300 h.p., Capt. J. J. Meany, at Hongkong.

Isla de Luzon, U.S. gunboat, 1,330, Comdr. J. V. B. Bleecker, at Manila.

Kentucky, U.S. battleship, 11,500 tons, Capt. Chester, at Manila.

Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Nazro, at Manila.

Marietta, U.S. gunboat, 1,000 tons, 1,500 i.h.p., 12 guns, Comdr. E. H. Gheen, at Canton.

Monadnock, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. O. W. Farenholt, at Shanghai.

Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Taku.

Monterey, U.S. double-turret monitor, 4,090 tons, 4 guns, 5,244 h.p., Comdr. G. W. Pigman, at Hongkong.

Nanshan, U.S. collier, Ensign F. E. Ridgely, at Hongkong.

Nashville, U.S. cruiser, Comdr. R. P. Rogers, at Nagasaki.

Newark, U.S. cruiser, 4,600 tons, Comdr. McCalla, en route Home.

New York, U.S. cruiser, 4,083 tons, Capt. B. McCullam, at Manila.

Oregon, 1st-class U.S. battleship, 10,280 tons, 16 guns, 11,111 h.p., Capt. F. W. Dickens, U.S.N., at Woosung.

Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095 h.p., Comdr. C. C. Cornwell, at Manila.

Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Com. Harry Knox, at Shanghai.

Saturn, U.S. collier, 1,817 tons, Capt. J. H. Potter, at Hongkong.

Scindia, U.S. cruiser, 7,500 tons, Comdr. J. M. Miller, U.S.N., at Hongkong.

Solace, U.S. cruiser, 5,000 tons, Comdr. Demlap, at Shanghai.

Wheeling, U.S. gunboat, 1,000 tons, 6 guns, 1,081 h.p., Com. W. T. Burwell, at Manila.

Wilmington, U.S. cruiser, 2,222 tons, Capt. C. O. Allibone, at Hongkong.

Yorktown, U.S. gunboat, 1,710 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Manila.

Yosemite, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. G. E. Ide, at Manila.

Zafiro, U.S. dispatch-vessel, 674 tons, Capt. L. A. Cotten, at Manila.

THE ITALIAN SQUADRON.

Calabria, Italian cruiser, 2,946 tons, Capt. C. Cantelli, cruising.

Elba, Italian cruiser, 2,720 tons, Capt. Cecconi, Taku.

Fieramosca, Italian cruiser, Capt. Carlo Negri, Shanghai.

Stromboli, Italian cruiser, 3,800 tons, Captain Cecconi, Shanghai.

Vetter Pisani, Italian cruiser, 6,700 tons, Capt. V. Onofrio, Shanghai.

Post Office.

A Mail will close—

For Canton—Per *Hankow*, to-morrow, the 7th instant, at 7.30 A.M.

For Swatow—Per *Haitan*, to-morrow, the 7th instant, at 9 A.M.

For Swatow and Bangkok—Per *Mongkut*, to-morrow, the 7th instant, at 9 A.M.

For Bangkok—Per *Wongkoi*, to-morrow, the 7th instant, at 9 A.M.

For Bangkok—Per *Phra Chom Klao*, to-morrow, the 7th instant, at 9 A.M.

For Moji, Kobe, Yokohama, Victoria, (B.C.) and Tacoma—Per *Braemar*, to-morrow, the 7th instant, at 11 A.M.

For Yokohama—Per *Tosa Maru*, to-morrow, the 7th instant, at 11 A.M.

For Macao—Per *Heungshan*, to-morrow, the 7th instant, at 1.15 P.M.

For Saigon—Per *Hinsang*, to-morrow, the 7th instant, at 2 P.M.

For Bangkok—Per *Amara*, to-morrow, the 7th instant, at 3 P.M.

For Kumchuck and Samshui—Per *Tungkong*, to-morrow, the 7th instant, at 3 P.M.

For Manila—Per *Perla*, to-morrow, the 7th instant, at 4 P.M.

For Canton—Per *Fatshan*, to-morrow, the 7th instant, at 5 P.M.

For Manila—Per *Yuensang*, on Saturday, the 8th instant, at 10 A.M.

For Hoihow and Haiphong—Per *Hongkong*, on Saturday, the 8th instant, at 10 A.M.

For Europe, &c., India, via Tuticorin—Per *Coromandel*, on Saturday, the 8th instant, at 11 A.M.

For Singapore, Penang and Calcutta—Per *Chelydra*, on Saturday, the 8th instant, at 2 P.M.

For Swatow, Amoy and Tamsui—Per *Daijin Maru*, on Saturday, the 8th instant, at 5 P.M.

For Singapore—Per *Rhipeus*, on Monday, the 10th instant, at 11 A.M.

For Shanghai, Moji, Kobe, Yokohama, Victoria, (B.C.) and Seattle, (U.S.A.)—Per *Kaga Maru*, on Monday, the 10th instant, at 3 P.M.

For Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, Launceston and Melbourne—Per *Changsha*, on Monday, the 10th instant, at 4 P.M.

For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Nippon Maru*, on Tuesday, the 11th instant, at 11 A.M.

For Kobe, Yokohama, Victoria, (B.C.) and Vancouver—Per *Athenian*, on Wednesday, the 12th instant, at 10 A.M.

For Singapore, Penang and Bombay—Per *Bormida*, on Wednesday, the 12th instant, at 11 A.M.

For Europe, &c., India, via Tuticorin—Per *Hamburg*, on Thursday, the 13th instant, at 11 A.M.

For Moji, Kobe, Yokohama, San Diego and San Francisco—Per *Belgian King*, on Thursday, the 20th instant, at 11 A.M.

For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Vancouver—Per *Empress of India*, on Wednesday, the 26th instant, at 11 A.M.

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